

STEEL IRON SHIP.

(Received at London Office) LONDON 17 NOV 1884

No. *230* Survey held at *Dumbarton* Date, First Survey *29th Feb 1884* Last Survey *12 Nov 1884*

On the *Steel S.S. "Chau"*

TONNAGE under Tonnage Deck *665.63*
 Ditto of *Deck* *5.64*
 Ditto of *Peep, or Raised Or Deck*
 Ditto of Houses on Deck *55.03*
 Ditto of Forecastle *14.08*
 Gross Tonnage *740.38*
 Less Crew Space *40.49*
 Less Engine Room *288.84*
 Register Tonnage as cut on Beam *411.05*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) *16.00*
 Depth from upper part of Keel to top of Upper Deck Beams *16.95*
 Girth of Half Midship Frame (as per Rule) *29.90*
 1st Number *02.85*
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length *198.84*
 2nd Number *12497*
 Proportions— Breadths to Length.. *6.21*
 Depths to Length— Upper Deck to Keel.. *11.72*
 Main Deck ditto

Master *A. Morice*
 Built at *Dumbarton*
 When built *1884* Launched *22 Sep 1884*
 By whom built *Denny & Bros.*
 Owners *Union Steam Ship Co (New Zealand)*
 Residence *Dunedin*
 Port belonging to *Dunedin*
 Destined Voyage *Dunedin*
 If Surveyed while Building, Afloat, or in Dry Dock. *While Building afloat*

Official Number

LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<i>198</i>	<i>10</i>	<i>32</i>	<i>-</i>	<i>15</i>	<i>5</i>	<i>92</i>	<i>92</i>	<i>one</i>	<i>one</i>
Dimensions of Ship per Register, length, <i>200</i> breadth, <i>32.25</i> depth, <i>15.4</i> Moulded depth <i>16" 4"</i>									
KEEL, depth and thickness	<i>Flat</i>		Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness ... <i>32 24 32 24</i>		
STEM, moulding and thickness	<i>Steel</i>		<i>7x2 3/8</i>		<i>7x2 3/8</i>		PLATES in Garboard Strakes, br'dth & thickness <i>35 16 35 16</i>		
STERN-POST for Rudder do. do.	<i>Steel</i>		<i>7x4 3/4</i>		<i>7x4 3/4</i>		" From Garboard to upper part of Bilges... <i>30 strakes 15 2 15 5</i>		
" " for Propeller			<i>22 ins</i>		<i>22 ins</i>		" Of d'bling at Bilge, or increased thickness, <i>1 1/2 2 1/3 2 1/3</i>		
Distance of Frames from moulding edge to moulding edge, all fore and aft			<i>22 ins</i>		<i>22 ins</i>		" Main Sheerstrake, breadth and thickness... <i>39 18 36 18</i>		
FRAMES, Angle Iron, for 2/3 length amidships	<i>Steel</i>		<i>4 3/4 3 1/2 3 1/2</i>		<i>4 3/4 3 1/2 3 1/2</i>		" From up. prt of Bilge to lr. edge of Sh'rstrake... <i>23 13 23 13</i>		
Do. for 1/3 at each end	<i>Steel</i>		<i>4 3/4 3 1/2 3 1/2</i>		<i>4 3/4 3 1/2 3 1/2</i>		" Main Sheerstrake, breadth and thickness... <i>39 18 36 18</i>		
REVERSED FRAMES, Angle Iron	<i>Steel</i>		<i>4 3/4 3 1/2 3 1/2</i>		<i>4 3/4 3 1/2 3 1/2</i>		" Of d'bling of Sh'atk & lng applied		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>18</i>		<i>15</i>		<i>18</i>		<i>15</i>		" From Main to Upper Spar Deck Sheerstrake ... <i>16 1/2 17 16 1/2 17</i>
" thickness at the ends of vessel	<i>Brackets 10</i>		<i>10</i>		<i>10</i>		<i>10</i>		" Up. or Spar Deck Sheerstrake, br'dth & thickness... <i>16 1/2 17 16 1/2 17</i>
" depth at 3/4 the half-bdth. as per Rule	<i>36</i>		<i>36</i>		<i>36</i>		<i>36</i>		Butt Straps to outside plating, breadth & thickness <i>8 spaces 9 1/4 2 1/2 5</i>
" height extended at the Bilges	<i>36</i>		<i>36</i>		<i>36</i>		<i>36</i>		Lengths of Plating <i>2 1/2 5</i>
BEAMS, Upper, Spar, or Awning Deck	<i>5 1/2 3 13</i>		<i>5 1/2 3 13</i>		<i>5 1/2 3 13</i>		<i>5 1/2 3 13</i>		Shifts of Plating, and Stringers <i>2 1/2 5</i>
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		Gunwale Plate on ends of <i>44 13 44 13</i>
Single or double Angle Iron on Upper edge	<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		Upper Deck Beams, breadth and thickness... <i>4 1/2 x 3 1/2 x 12 4 1/2 x 3 1/2 x 12</i>
Average space	<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		<i>22 ins</i>		Angle Iron on ditto ... <i>Steel 52</i>
BEAMS, Main, or Middle Deck	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Tie Plates fore and aft, outside Hatchways <i>Steel 52</i>
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Diagonal Tie Plates on Beams No. of Pairs <i>Complete & no work 10</i>
Single or double Angle Iron on Upper Edge	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Flat of Up., Spar, or Awning Deck * <i>Complete & no work 10</i>
Average space	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		How fastened to Beams ... <i>Complete & no work 10</i>
BEAMS, Lower Deck	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Stringer Plate on ends of Main or Middle Deck <i>Complete & no work 10</i>
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Beams, breadth and thickness ... <i>Complete & no work 10</i>
Single or double Angle Iron on Upper Edge	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>
Average space	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Angle Irons on ditto, No. ... <i>Yes</i>
BEAMS, Hold, or Orlop	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Tie Plates, outside Hatchways ... <i>Yes</i>
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Diagonal Tie Plates on Beams, No. of pairs ... <i>Yes</i>
Single or double Angle Iron on Upper Edge	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Flat of Middle Deck * do. ... <i>Yes</i>
Average space	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		How fastened to Beams ... <i>Yes</i>
BEAMS, Hold, or Orlop	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... <i>Yes</i>
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>
Single or double Angle Iron on Upper Edge	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Angle Irons on ditto, No. ... <i>Yes</i>
Average space	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Tie Plates, outside Hatchways ... <i>Yes</i>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Diagonal Tie Plates on Beams, No. of pairs ... <i>Yes</i>
" Rider Plate	<i>36</i>		<i>13</i>		<i>36</i>		<i>13</i>		Flat of Middle Deck * do. ... <i>Yes</i>
" Bulb Plate to Intercostal Keelson	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		How fastened to Beams ... <i>Yes</i>
" Angle Irons	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... <i>Yes</i>
" Sing. Double Angle Iron Side Keelson	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>
" Side Intercostal Plate	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Angle Irons on ditto, No. ... <i>Yes</i>
" do. Angle Irons	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Stringer or Tie Plates, outside Hatchways ... <i>Yes</i>
" Attached to outside plating with angle iron	<i>3 3/8 10 3 2 1/2 10</i>		<i>3 3/8 10 3 2 1/2 10</i>		<i>3 3/8 10 3 2 1/2 10</i>		<i>3 3/8 10 3 2 1/2 10</i>		Flat of Lower Deck * <i>Yes</i>
BILGE Angle Irons	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Ceiling betwixt Decks, thickness and material ... <i>2 1/2 in 2</i>
" do. Bulb Iron	<i>7 1/2 12 7 1/2 12</i>		<i>7 1/2 12 7 1/2 12</i>		<i>7 1/2 12 7 1/2 12</i>		<i>7 1/2 12 7 1/2 12</i>		" in hold do. do. ... <i>5 3 5 3</i>
" do. Intercostal plates riveted to margin plate plating for length	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Main piece of Rudder, diameter at head ... <i>5 3 5 3</i>
BILGE STRINGER Angle Irons	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" do. at heel ... <i>5 3 5 3</i>
" Intercostal plates riveted to plating for length	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Can the Rudder be unshipped afloat? <i>Yes</i>
SIDE STRINGER Angle Irons	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		Bulkheads No. <i>4</i> No. per Rule <i>4</i>
" Hanging plate	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" Thickness of <i>10.9</i>
The FRAMES extend in one length from middle line to gunwale	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" Height up <i>to upper deck</i>
The REVERSED ANGLE IRONS on floors and frames extend across middle line to side stringer and to upper deck alternately	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" How secured to sides of ship <i>double frames</i>
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> And butts properly shifted? <i>Yes</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" Size of Vertical Angle Irons <i>4 x 3 x 12</i> and distance apart <i>30</i> ins.
PLATING. Garboard, double riveted to Keel, with rivets <i>7/8 in</i> diameter, averaging <i>3 1/2</i> ins. from centre to centre.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from centre to centre.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" Riveted through plates with <i>3/4</i> in. Rivets, about <i>5 1/2</i> apart.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter averaging <i>3</i> ins. from centre to centre.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" And to upper deck alternately
" Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps <i>1/8</i> thicker than the plates they connect.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" No. of Breasthooks, <i>4</i> Crutches, <i>dup floors</i>
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from cr. to cr.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from cr. to cr.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
" Edges of Main Sheerstrake, double or single riveted.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
" Butts of Main Sheerstrake, treble riveted for <i>1/2</i> length amidships.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
" Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
" Breadth of laps of plating in double riveting <i>5 1/2 4 1/2</i> Breadth of laps of plating in single riveting	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Yes</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Steel</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
Manufacturer's name or trade mark, <i>Scotland "Parkhead" "Crossed"</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
The above is a correct description.	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
Builder's Signature, <i>J. Denny & Bros</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co
Surveyor's Signature, <i>J. J. Dodd</i>	<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		<i>4 1/2 3 1/2 12 4 1/2 3 1/2 12</i>		" "Dalzell" Steel Co

6736 g/s

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, Bowsprit, Yards, &c., are *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit. *The masts are built in accordance with the approved tracing attached herewith, and with the instructions contained in Secretary's letter of the 16th May 1884. The steel used ("Dalzell") was tested by the Society's Surveyors at the Manufacturer's Works.*

Table with columns: NUMBER for EQUIPMENT, SAILS, CABLES, &c., Fathoms, Inches, Test per Certificate, Inches per Rule, Machine where Tested & Suprntd., ANCHORS, No., Weight, Ex. Stock, Test per Certificate, W'ght req'd per Rule, Machine where Tested & Suprntd.

Standing and Running Rigging *wire hemp* sufficient in size and *g²* in quality. She has *2* Long Boat and *20* others
The Windlass is *Paul & Co* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *Bolted*
What arrangements for deadlights in bad weather? *Iron shutters fitted with Bullseyes*
Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Bayonet fixing* Height above deck? *Flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers, 7 water or wash ports, 3 Cargo ports and 4 mooring pipes*
Cargo Hatchways. How formed? *Cast Iron as usual*
State size Main Hatch *15ft x 9 1/2 ft* Forehatch *11ft x 8ft* Quarterhatch *14 1/2 ft x 9 1/2 ft*
If of extraordinary size, state how framed and secured? *not of an extraordinary size*
What arrangement for shifting beams? *Shifting Beams*
Hatches, If strong and efficient? *Solid 3" Pine*

Order for Special Survey No. *1921* Date *26 Jan 1884*
Order for Ordinary Survey No. *204* Date *24 July 1884*
No. *204* in builder's yard.
State dates of letters respecting this case *24 July, 22 Feb, 7 Mar & 16 May 1884*
DATES of Surveys held while building as per Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought *Specially Surveyed: 1884 - Feb 29, Mar 4, 14, 18, 21, 25, 26, 27, 28, 29, 30, 31; 7, 14, 22, 25, 30, 9 May 2, 6, 13, 16*
2nd. On the plating during the process of riveting *14, 18, 21, 25, 26, 27, 28, 29, 30, 31; 7, 14, 22, 25, 30, 9 May 2, 6, 13, 16*
3rd. When the beams were in and fastened, and before the decks were laid... *20, 23, 27, 30; June 3, 10, 13, 14, 20, 24, 27, July*
4th. When the ship was complete, and before the plating was finally coated or cemented... *1, 4, 10, 15, 29, 31; Aug. 5, 7, 12, 14, 20, 22, 26,*
5th. After the ship was launched and equipped *29, Sep. 2, 5, 9, 12, 16, 20, 23, 26, 30, Oct 3, 7, 10, 24 July, 22 Feb, 7 Mar & 16 May 1884*

General Remarks (State quality of workmanship, &c.)
The workmanship is good and the vessel has been built in accordance with 3 tracings attached herewith, and with the instructions contained in the Secretary's letters above referred to, and otherwise in accordance with the Rules.
She is built on the ordinary system in engine & boiler space and on the cellular bottom system before and abaft, each system scarping efficiently into each other. The fore ballast tank is 38ft long and contains 39 tons, 2nd in fore hold is 39ft long with 65 tons and 3rd in after hold is 53ft long with 51 tons of water. Each of these tanks has been tested according to Rule & found satisfactory. The fore & after peaks were filled with water & proved satisfactory.
Deck fore-castle 27ft long Open Bridge 48ft. House aft 34ft x 14ft.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Portland Cement* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A.1. "Steel"*
The amount of the Entry Fee£ *3* is received by me, *J. Dodd*
Special£ *35* 14/11 1884
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £)
Committee's Minute
Character assigned
L. Dodd
Surveyor to Lloyd's Register of British and Foreign Shipping.
TUESDAY 13 NOV 1884 18
100 A.1. Steel
L. Dodd
15th Street

