

9840 Jls

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*
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 only at the butts.*

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

	Length to Head	Head	Deck	Head
Fore Mast	69' 9"	17 x 9/16	22 x 7/8	14 1/2 x 9/16
Main Mast	62' 9"	16 x 9/16	20 x 7/8	12 1/2 x 9/16

Edge laps, *double and single riveted*. Butt straps *double riveted below deck 1/2" thicker than plates, treble riveted above deck 3/4" thicker than plates.*

Number for Equipment	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Test per Certificate	Weight req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.			
Letter for do. <i>7</i>	<i>14827</i>	<i>135</i>	<i>1 3/4</i>	<i>7 1/2, 5 1/2</i>		<i>Wentworth 28 Nov 19825</i>	<i>37.2.0</i>	<i>34.2.2.0</i>			<i>River Wear Co. 27/1/89</i>
SAILS.	<i>14828</i>	<i>135</i>	<i>1 3/4</i>	<i>" "</i>	<i>270.1 3/4</i>	<i>" "</i>	<i>19828</i>	<i>27.2.17</i>	<i>34.6.1.0</i>		<i>Wentworth 27/1/89</i>
Fore Sails,							<i>19826</i>	<i>32.2.15</i>	<i>30.13.3.0</i>		
Fore Top Sails,											
Fore Topmast Stay Sails,											
Main Sails,	<i>15927</i>	<i>75</i>	<i>1 1/8</i>	<i>30 3/8, 20 2/10</i>	<i>75. 1 1/4</i>	<i>" "</i>	<i>2/12/89</i>				
Main Top Sails, and quality	<i>Hempen Surm Cable</i>										
TOWLINE—Hemp or Steel Wire	<i>90</i>	<i>3 1/2</i>		<i>26</i>	<i>90. 3 1/2</i>	<i>Bullivant 2/1/90</i>					<i>27/1/90</i>
Hawser	<i>90</i>	<i>9</i>			<i>90. 9</i>						
Warp	<i>90</i>	<i>7 1/2</i>			<i>90. 7 1/2</i>						
Collective Weights							<i>107.3.4</i>			<i>106.3.14</i>	
Stream							<i>26858</i>	<i>9.3.137</i>	<i>11.17.3.7</i>	<i>9.2.0</i>	<i>27/1/89</i>
Kedge							<i>26787</i>	<i>4.3.157</i>	<i>7.7.2.0</i>	<i>4.3.0</i>	<i>19/1/89</i>
2nd Kedge							<i>26785</i>	<i>2.1.257</i>	<i>5.0.0.0</i>	<i>2.2.0</i>	<i>15/1/89</i>

Standing and Running Rigging *are* sufficient in size and *good* in quality. She has *14* Long Boats and The Windlass is *Iron Patent* Capstan *good* and Rudder *good* Pumps *good and efficient*

Engine Room Skylights.—How constructed? *Iron casing, Yeak over* How secured in ordinary weather? *Straps and screw bolts*

What arrangements for deadlights in bad weather? *Stant glass protected by brass gratings*

Coal Bunker Openings.—How constructed? *Cast iron frame, and a malleable iron hatchways* How are lids secured? *frames, flush in* Height above deck? *hatch beams 2 1/2"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *(Fore well) 2 ports, 2 scuppers & 1 pipe.*

Cargo Hatchways.—How formed? *Iron coamings & head ledges* Hatches, If strong and efficient? *Solid 3"*

State size *Main Hatch 11' 11" x 12' 0"* Fore hatch *21' 6" x 15' 0"* Quarter hatch *each 18' 0" x 13' 0"*

If of extraordinary size, state how framed and secured... *✓* What arrangement for shifting beams? *good*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case	1st.	2nd.	3rd.	4th.	5th.	Total No. of Visits
<i>2315</i>	<i>24th Aug 1889</i>	<i>✓</i>	<i>✓</i>	<i>435</i>	<i>16/8/89, 13/9/89, 23/9/89, 28/9/89, 7/10/89, 2/11/89, 9/11/89</i>	<i>1889, Sept. 17, 20, 24, Oct. 1, 4, 8, 11, 15, 18, 22, 25, 29.</i>	<i>Nov. 1, 5, 8, 12, 15, 19, 26, 29, Dec. 3, 7, 10, 11, 14, 20, 24, 27</i>	<i>1890, Jan. 10, 14, 17, 21, 24, 28, 31, Feb. 4, 7, 11, 14, 17, 21, 25, 28</i>	<i>March 4, 7, 11, 14, 18, 21, 25, 28, April 1, 11, 15, 17, 22, May 1, 6</i>	<i>9. 13.</i>	<i>60</i>

General Remarks (State quality of workmanship, &c.)
This is a steel screw schooner with a topgallant forecabin, bridge, raised-quarter deck and a poop. She has been built in accordance with the approved plans attached hereto and with the Rules generally. The divisions of the cellular bottom and the peak tanks have been tested with water pressure and found to be satisfactory. The materials and workmanship are good.

How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *Paint and composition*

Particulars for Record in R.B.—Length of Poop *32* ft., R.Q.D. *64* ft., Bridge Dk., *114* ft., F'castle *29* ft.; No. of Dks. (excluding spar, awn, &c.) *4*
Material of dks. *Steel* If spar, awn, dk., &c. *✓* Material of spar, awn, dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *1*
Official No. _____; Signal Letters _____ If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed ** 100 A 1 "Steel"*
The amount of the Entry Fee£ *4*: *3*: *6* is received by me, *S. L. Charles*
Special£ *43*: *3*: *6* *20/5/1890*
(to be sent as per margin). Certificate ...
Travelling Expenses, if any, £

Committee's Minute *FRI 23 MAY 1890*
Character assigned *100 A 1 Steel*
td ml 590
La...
18k 5/4 web frames
well & d
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be classed *100 A 1 (Steel)* as recommended by the Committee.
Coll. D.B. particulars appended.
Well & d

Certificate to be sent to

Reference should be made to any correspondence connected with the case.

The Surveyors are requested not to write on or below the space for Committee's Minute.