

91002/5 1100

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. For particulars of Iron Masts see below.

* Certificate issued from Staffordshire Machine and signed by M. R. Reade Super.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
		<i>I. G. 298</i>	<i>270 3/4</i>	<i>2</i>	<i>7 1/2 5/8</i>	<i>2 1/8</i>	<i>7 1/2 5/8</i>	Bowers	<i>4329</i>	<i>40.0.10</i>	<i>43.2.0</i>	<i>40.0.0</i>	<i>35 1/2</i>
	Fore Sails,	<i>"Tullos built at the Glasgow Machine and built by the Glasgow Shipbuilding Co. Ltd."</i>	<i>50</i>	<i>2</i>	<i>5 1/2 0.0.0</i>	<i>2 1/8</i>	<i>7 1/2 5/8</i>	- do -	<i>4332</i>	<i>40.0.10</i>	<i>43.2.0</i>	<i>40.0.0</i>	<i>35 1/2</i>
	Fore Top Sails,	<i>being 16 1/2 per cent above Admiralty Proof</i>	<i>60</i>	<i>1 7/8</i>	-	<i>1 1/8</i>	-	- do -	<i>Three each</i>	<i>34.1.5</i>	<i>34.0.0</i>	<i>34.0.0</i>	<i>31 1/2</i>
	Fore Topmast Stay Sails,	<i>Hempen Stream Cable</i>	<i>90</i>	<i>12</i>	-	-	-	Stream	<i>one</i>	<i>18.0.0</i>	- do -	<i>18.0.0</i>	-
	Main Sails,	<i>Hawser</i>	<i>90</i>	<i>11</i>	-	-	-	- do -	<i>one</i>	<i>12.0.0</i>	- do -	<i>7.2.0</i>	-
	Main Top Sails,	<i>Towlines</i>	<i>90</i>	<i>7</i>	-	-	-	Kedges	<i>one</i>	<i>6.0.0</i>	- do -	<i>3.3.0</i>	-
		<i>Warp</i>	<i>90</i>	<i>7</i>	-	-	-						
		<i>All of good quality.</i>											

Her Standing and Running Rigging are of Good and Good sufficient in size and Good in quality.

She has one Life Long Boat and two Cutters, one Gig and one Lolly Boat.

The present state of the Windlass is good Capstan and 2 Efficient Rudder Efficient Pumps Four new. These Pumps together with the Windlass are fitted to work by manual and steam power.

Order for Special Survey.

No. _____ Date _____

DATES of Surveys

held while building.

Order for Ordinary Survey.

No. _____ Date _____

as per Section 35.

- 1st. When the Frame is completed Under Survey from the 21st of
- 2nd. When the Beams are put in, &c. December 1888 to the first
- 3rd. { When completed, and before the } of November 1889.
plank be painted or payed

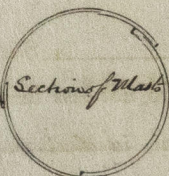
General Remarks

She is a similar Ship to the "Niagara". Report 725279, and like that vessel was originally a Paddle Wheel Steamer belonging to the General Line of Packets. The present owners purchased her from the General Company, and have converted her from a Steamer into a full rigged Sailing Ship. The recesses in the sides of the vessel are now filled up, as per accompanying Midship Section, showing a fair amidships for the Paddle wheels having been efficiently filled up, as per accompanying Midship Section, showing a fair side both vertically and longitudinally. She has a deck House aft, a House amidships for portions of Mast, Galley, Engine, and a full Forecastle. Is also doubled longitudinally in the Bottom from Keel to staves with 3/8 in American Rock Elm, Yellow metal fastened.

She has been surveyed in accordance with Section 57, and Second Survey of Section 60 for A. I. in Red as follows: viz: The vessel placed in dry dock, all the Copper Sheathing stripped off the Bottom, the vessel brightened from the lightwater mark to the waterway seams. Removed planking inside, in tween decks, equal to an entire strake, all fore and aft, on each side, in addition to which the heads of the Sptimbers were exposed on each side amidships, for a length of about ninety feet, by removal of Plankstubs. Split out a short plank in each Buttock, - also a strake of Ceiling at the turn of Bilges, all fore and aft, on each side, and with the exception of first timbers on the Starboard side, and three on the port side in way of Boilers amidships, which have not been removed with French oak, - the Frame, where seen, was found in good condition. Bolts and Treennails driven out for survey and found good. The Beams examined by boring, and by removal of deck planks next the waterway, and found good. The Windlass unhung, Wood linings stripped and Main-piece examined and found good. Chain-Cables and Anchors examined and found good, and mostly all renewed, and all other requirements of the Rules complied with.

The planks and Timbers used for filling-in sides of Ship; also the extra Waterways now added to Upper and Lower decks (18x8), the new portion of flat of Main deck; the new Beams to Upper and Lower decks amidships; some new Ceiling in the Hold forward and amidships and several new lengths of side Keelsons, all renewed with Pitch-pine. - The vessel caulked throughout and the Bottom resheathed with Yellow Metal on felt. - For additional Strengthenings required for her extreme proportions, please see Midship Section and Plan showing Diagonal-shapping on Frames of Iron 3/2 x 1/8, and spaced 2 ft 4 in apart extra side Keelsons, which are through-bolted with Yellow-metal, and Iron Strapping on deck. Her Sheer and Form remain good. - She is now in good and efficient condition, and is fit, in our opinion, for the safe conveyance of dry and perishable cargoes to and from all parts of the World. -

The Fore and Main Masts are each 36 in diameter, extreme length 96 ft and 100 ft respectively. Mizzen Mast 30 in diameter, length about 90 ft. Bowsprit 33 in diameter, about 38 ft long, 24 ft outside of stem; made from Blochairs Iron. - Mast-plates 8 1/2 plates throughout. Edges overlapped and double rivetted, and Butts double rivetted throughout. The Bowsprit 8 1/2 plates, and three 5 x 4 x 1/16 angle rods. Edges and Butts rivetted the same as masts.



Present condition of Caulking of Bottom Good

Deck, Good

and Waterways Good

If Sheathed, Doubled, Felted, or Coppered with Yellow metal on felt

When last done Nov.

22c all Law of opinion this Vessel should be Classed A. I. in Red, for a period as allowed by Rules, observing that the materials used in her construction ranges from 12 to 15 years grade, at the time she was built.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 15 : 15 : 0

* Certificate£ 0 : 5 : 0

Committee's Minute 23rd November 1889

Character assigned A. I. in Red

1. 8. 11 - J. H. M.



Lloyd's Register Foundation