

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? *In a few cases at the butts only.*

Masts, Bowsprit, Yards, &c., are *Iron & wood* 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. *Yes and tested as reqd.*
 State also Length and Diameter of Lower Masts and Bowsprit (*Rig Top Sail Schooner.*)

Foremast Length extreme *83' 6"* at heel *19 x 5 1/16*; at deck *26 x 6 1/16*; at head *17 x 5 1/16*; 3 plates in round.
 Main " " " " *67' 6"* at heel *21 x 6 5/16*; at deck *26 x 6 1/16*; at head *17 x 5 1/16*; 3 plates in round.
Seams double riveted and butts treble riveted throughout and straps increased 1/16."

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.	CABLES	<i>29 1/2</i>	<i>30</i>	<i>135</i>	<i>1 3/4</i>	<i>558.44</i>	<i>240-1%</i>	<i>Chester</i>	<i>5404</i>	<i>30.2.19</i>	<i>29.3.0.0</i>	<i>30.0.0</i>	<i>Chester</i>
	Chain	<i>29 1/2</i>	<i>30</i>	<i>135</i>	<i>1 3/4</i>	<i>558.44</i>	<i>240-1%</i>	<i>Chester</i>	<i>5461</i>	<i>29.3.18</i>	<i>28.11.2.0</i>	<i>30.0.0</i>	<i>A.S. Jack.</i>
Fore Sails,	Iron Str in Chain	<i>29 1/2</i>	<i>30</i>	<i>135</i>	<i>1 3/4</i>	<i>558.44</i>	<i>240-1%</i>	<i>Chester</i>	<i>5462</i>	<i>25.2.8</i>	<i>25.5.0.0</i>	<i>25.2.0</i>	<i>A.S. Jack.</i>
Fore Top Sails,	Ditto do.	<i>29 1/2</i>	<i>30</i>	<i>135</i>	<i>1 3/4</i>	<i>558.44</i>	<i>240-1%</i>	<i>Chester</i>	<i>86.0.14</i>			<i>85.2.0</i>	
Fore Topmast Stay Sails,	Hmpn Strm Cbl								<i>5463</i>	<i>9.2.11</i>	<i>11.13.1.0</i>	<i>9.2.0</i>	<i>9.</i>
Main Sails,	Hawser	<i>90</i>	<i>3 1/2</i>	<i>2020.30</i>	<i>45-1 1/2</i>	<i>90-11</i>			<i>5465</i>	<i>4.3.25</i>	<i>4.4.2.0</i>	<i>4.3.0</i>	<i>9.</i>
Main Top Sails, and	Towlines	<i>90</i>	<i>9</i>	<i>90-9</i>					<i>5464</i>	<i>2.3.12</i>	<i>5.2.2.0</i>	<i>2.2.0</i>	<i>9.</i>
	Warp	<i>90</i>	<i>7 1/2</i>	<i>90-7 1/2</i>									
	quality	<i>good</i>											

Standing and Running Rigging *Wire & Stunpen* sufficient in size and *good* in quality. She has *4* Long Boats and *2* fitted as life boats.
 The Windlass is *efficient* Capstan *efficient* and Rudder *efficient* Pumps *efficient*

Engine Room Skylights. How constructed? *Deep lead framing on deep iron Corning on bridge deck.* How secured in ordinary weather? *By bolts.*

What arrangements for deadlights in bad weather? *Solid lead deadlights 2 1/4 thick fitted with bulls eyes.*

Coal Bunker Openings. How constructed? *Iron Corning* How are lids secured? *Solid hatches by bars* Height above deck? *above bridge 8 1/2 ft upper 18.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 pairs of facing ports and 2 pairs of scuppers before bridge house and 3 pairs of facing ports and 3 pairs of scuppers abaft bridge house.*

Cargo Hatchways. How formed? *By angles and plate Corning.*
 State size Main Hatch *24' 0" x 11' 0"* Forehatch *8' 0" x 8' 0"* Quarterhatch *16' 0" x 11' 0"*; after hatch *8' 0" x 8' 0"*

If of extraordinary size, state how framed and secured? *Doubling plates to iron deck as on tracing. Main Hatch fitted with 2 full depth shipping plates and 2 hatches with one, also strong fore and after in each hatch.*

What arrangement for shifting beams? *Double angles on Corning, and screw bolts.*

Hatches, If strong and efficient? *Yes. 3" solid.*

Order for Special Survey No. *146* Date *14 Dec 1879*
 Order for Ordinary Survey No. *149* Date *18 Dec 1879*
 No. *149* in builder's yard.
 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 *June 19, 23, 25, July 26, August 6, 13, 20, 23, 24, 28, 30, 31.*
 2nd. On the plating during the process of riveting *September 1, 9, 15, 20, 24, 27, October 11, 22, 26, November 3, 19, 23, 25.*
 3rd. When the beams were in and fastened, and before the decks were laid...
 4th. When the ship was complete, and before the plating was finally coated or cemented...
 5th. After the ship was launched and equipped *March 1, 2.*
 Specially surveyed 1880-81. *May 14, 28.*

General Remarks (State quality of workmanship, &c.) *Workmanship and materials good*
 This Iron Screw Steamer has been constructed in accordance with the Rules and the Scantlings and arrangements shewn on the accompanying tracings including the amended sketch of midship section, submitted and approved please see Sect's letters dated 11th Mar, 13th May, and 25th Nov-80.
 The Committee's requirements as stated therein have been complied with. A sketch of midship section for this vessel was submitted to the Com^{rs} on the 18th Dec and Sect's reply sent on the 20th Dec-1879 but on account of subsequent arrangements this midship section was cancelled at the request of the Builders.

Has a topsail mast fore-castle, bridge house and short poop of the length stated below.

Cellular bottom all fore & aft as shewn on tracings and the compartments tested with a head of water to height of load line and found tight.

3 Decked Vessel
 State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside *Cemented to upper part of keels and 3 coats of paint above* Outside *3 coats of paint.*

I am of opinion this Vessel should be Classed *100 A.1. **
 The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *Moh*
 Special ... £ *63 : 4 : 0* *4 March 1881*
 Certificate ... £ *0 : 0 : 0*
 (Travelling Expenses, if any, £ *508 : 4 : 0*).

Committee's Minute *Tuesday March, 26, 1881.*
 Character assigned *100 A.1.*
 Surveyor to Lloyd's Register of British and Foreign Shipping, *J. D. Simette*
 This vessel appears eligible to be classed as recommended by 100 A.1. 2 iron decks
 Lloyd's Register of Shipping
 7/3/81