

Workmanship. Are the butts of plating planed or otherwise fitted? *planed and hand 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? *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 the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name. *yes.*
State also Length and Diameter of Lower Masts and Bowsprit *Rig 2 masted topsail schooner. (pole masts.)*

Fore mast 86 feet, at deck 26 x 4 1/2; at head 17 x 7 1/2.
Main - 98 - 25 x 4 1/2.
Seams double riveted, butts treble riveted and straps increased 1/16.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where tested & Suprntd.	ANCHORS.	N ^o .	Weight.	Test per Certificate.	Wght req'd per Rule.	Machine where tested & Suprntd.
SAILS.												
CABLES, &c.												
Chain		135	1 1/2	59 1/2	240... 1 1/2	<i>Chester</i>	Bower Anchors	135	32" 3" 8	30.5 0.0	32.0 0.0	
Fore Sails,												
Fore Top Sails,		45	1 1/2	22 1/2	75... 1 1/2	<i>19</i>		635	31" 3" 22	30.2 0.0		
Fore Topmast Stay Sails,		90	4	Steel wire	90... 4		Stream	635	24" 2" 02	15.0 0.0	91.1 0.0	
Main Sails,		90	7 1/2		90... 7 1/2		Kedge	635	10" 2" 10	12.10 3.0	10.2 0.0	
Main Top Sails,		90	9 1/2		90... 9 1/2		Ditto	635	5" 0" 8	4.9 0.0	5.1 0.0	
and spare sails quality good		90	4 1/2	and others				635	2" 2" 6	5.1 1.0	2.2 0.0	

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* Long Boats and *2* others.
The Windlass is *efficient* Capstan *-* and Rudder *efficient* Pumps *efficient*.

Engine Room Skylights.—How constructed? *Seal framing on iron Comings* How secured in ordinary weather? *by iron bars & pins.*
What arrangements for deadlights in bad weather? *Solid lead deadlights fitted with bulls eyes.*

Coal Bunker Openings.—How constructed? *by plate & angles* How are lids secured? *hatches by bars.* Height above deck? *18 ins*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Before bridge deck and abaft bridge deck*

Bulwark plating omitted for several feet and guard rails fitted; also Scuppers & freeing ports fitted where required.
Cargo Hatchways.—How formed? *by plate Comings.*
State size Main Hatch *23' 10" x 14' 3"* Fore hatch *10' 1" x 7' 11"* Quarter hatch *20' 0" x 12' 1" after Hatch 9' 11" x 8' 8"*

If of extraordinary size, state how framed and secured? *Iron decks.* {at m. H. 2 full depth web plates at each deck.
What arrangement for shifting beams? *double angle iron* {*also strong fore & afters in each hatchway at each deck.*
Hatches, If strong and efficient? *yes and 3" solid.*

Order for Special Survey No. *994*
Date *20th Novemb 1880*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *164* 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. *Specially surveyed 1881 - February 1, 3, 16, 23, 28.*
2nd. On the plating during the process of riveting. *March 18, 21, 23, April 6, 11, 22, May 5, 10, 12, 18, 24, 31.*
3rd. When the beams were in and fastened, and before the decks were laid. *June 9, 29, July 18, 28, August 2, 8, 11, 14, 20, 25, 30, Sept 1.*
4th. When the ship was complete, and before the plating was finally coated or cemented. *✓ 11, 19, 21, 23, 24.*
5th. After the ship was launched and equipped.

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 accompanying tracings three in N^o submitted and approved please see Secty's Letters dated 26th Nov & 14th Dec 1880.

She has two complete iron decks, cellular bottom, top-gallant fore-castle and bridge deck.
Two web frames on each side in way of engine space have been extended to the upper deck and the whole of the reversed frames in way of the engine & boiler space.
The compartments of cellular bottom tested by a head of water to the height of load line and found tight.

3" Decked Rile"
State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, fore-castle, and the length of double, for part double bottom.
How are the surfaces preserved from oxidation? Inside and Coated with paint above. Outside Coated with 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, *J. L. Simmette*
Special ... £ *42 : 12 : 0* *Sept 1881*
Certificate ... £ *0 : 0 : 0*
(Travelling Expenses, if any, £ *49 : 12 : 0*)

Committee's Minute *Friday, October, 7th 1881.*
Character assigned *100 A.1.*
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible to be Classed as recommended 100 A.1. 2 Iron Decks