

Are the butts of plating planed or otherwise fitted? *Planed*
Are the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?
Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *of P.P. iron* 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

Rigged as a Foretop sail Schooner

NUMBER for EQUIPMENT <i>11102</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	CABLES, &c.											
	Chain .. <i>11184</i>	<i>105</i>	<i>1 1/2</i>	<i>28-2-2-0</i>	<i>30th</i>	<i>D.G. Lewis</i>	Bower Anchors	<i>14015</i>	<i>14-0-24</i>	<i>15-16-5-14</i>	<i>13-2-0</i>	<i>D.G. Lewis</i>
	Fore Sails,	<i>105</i>	<i>1 1/2</i>	<i>42-2-2-0</i>	<i>210-17 1/2</i>	<i>Reherton</i>						
	Fore Top Sails,	<i>60</i>	<i>3/4</i>	<i>11-17-2-0</i>	<i>60 1/2</i>	<i>00</i>		<i>14019</i>	<i>13-3-13</i>	<i>15-10-1-7</i>	<i>12-1-25</i>	<i>Reherton</i>
	Fore Topmast Stay Sails,			<i>17-16-0-0</i>				<i>14014</i>	<i>11-3-6</i>	<i>13-15-0-0</i>	<i>11-1-25</i>	
	Towline, Hemp.	<i>75</i>	<i>2 3/4</i>	<i>15-2-0-0</i>				<i>39-3-15</i>	<i>Total</i>	<i>38-2-0</i>		
	Main Sails,	<i>90</i>	<i>6 1/2</i>	<i>90-6 1/2</i>								
and others	Hawser	<i>90</i>	<i>4</i>	<i>90-4</i>			Stream Anchor	<i>14018</i>	<i>4-2-14</i>	<i>7-0-0-0</i>	<i>4-3-0</i>	
	Warp	<i>90</i>					Kedge	<i>14017</i>	<i>2-2-0</i>	<i>5-2-0-0</i>	<i>2-2-0</i>	
	quality <i>food</i>						2nd Kedge		<i>1-3-0</i>		<i>1-1-0</i>	

Standing and Running Rigging *of 1/2" wire & hemp* sufficient in size and *food* in quality. She has *one* long Boat and *2* others.
The Windlass is *food* Capstan *food* and Rudder *food* Pumps *food* sufficient.
Engine Room Skylights.—How constructed? *Iron Cornice 6/16 thick* How secured in ordinary weather? *Screw Bolted*
What arrangements for deadlights in bad weather? *26 above B.O. of each framing* Leak Covers & Bulls' eyes.
Coal Bunker Openings.—How constructed? *Circular plates* How are lids secured? *Check & Stud* Height above deck? *4 inch*.
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two Scuppers & two ports each side*
Cargo Hatchways.—How formed? *Iron Cornice 30 x 6/16 riveted & beams & half beams*.
State size Main Hatch *18-3 x 10-0* Forehatch *11-0 x 8-0* Quarterhatch *14-8 x 9-0*
If of extraordinary size, state how framed and secured? *Tie plates of double breadth at side of main*.
What arrangement for shifting beams? *A adaptable plate in the main & a shifting beam in quarter & strong for after*
Hatches, If strong and efficient? *Yes 3 in solid*.

Order for Special Survey No. *1098* Date *7-4-1882*
Order for Ordinary Survey No. *1098* Date *7-4-1882*
No. *68* in builder's yard.
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
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
Specially Surveyed 1882:—
Augt 2-14-15-18-31; Sept 6-13-14-21;
Oct 5-10-17-20-23-27; Nov 10-13-20-22-24-28;
Dec 16-27-29.

General Remarks (State quality of workmanship, &c.) *Quality of material & Workmanship for*
This Vessel has been constructed in accordance with the
accompanying Approved Sketches of midship & longitudinal
sections and in all other respects with the Rules.
The Water-ballast-Tanks have been tested according to the
requirements of the Rules & made quite satisfactory

State if *one, two, or three-decked vessel, or if open, or running 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 *Cement & Paint* Outside *Paint*.

I am of opinion this Vessel should be Classed *100A.1*

The amount of the Entry Fee ... £ *5* : : : is received by me, *J. D. Dawkins*

Special ... £ *31* : *11* : *23 Dec. 1882*

Certificate ... *Gratio*

(Travelling Expenses, if any, £ ...).

Committee's Minute

Tuesday 10th January 1883.

Character assigned

100A.1
LA rep

Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this vessel appears eligible to be classed 100A.1 as recommended.

Lloyd's Register
Foundation