

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
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? *Yes a few only at the butts*

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.

State also Length and Diameter of Lower Masts and Bowsprit
Intermast 89' 3" - 27x9/16 31x7/16 25x7/16 21x7/16 Built straps outside treble riddled above deck double below all 1/2 thickness
Main Mast 91' 11" 27x9/16 32x7/16 25x7/16 21x7/16 than plating. Seams double riveted - Rivets 7/8 - 1/2 in. mast 3 plate
Mizen Mast 82' 11" 24x7/16 29x7/16 22 1/2 x 7/16 19x7/16 in round others and bowsprit 14 plates - Bowsprit four 2 plate
Bowsprit 55' 10" 27x8/16 32x7/16 25x7/16 21x7/16 4x3 1/2 x 7/16 - Fore & main mast 4 angle 1 1/2 x 3 1/2 x 7/16 - Mizen 3 angle 3 1/2 x 3 1/2 x 7/16
Head to Cab 24' 10" 27x8/16 32x7/16 25x7/16 21x7/16 Diaphragm plate to bowsprit 10 x 8/16 - Mast double at deck bowsprit

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
No.	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Chain 988	135	1 1/2	67:10:0:0			15761	36:3:11	32-13-121	36 1/2 cwt		
Fore Top Sails,	Iron Stream Chain	90	1 1/2	20:6:0:0			15761	31:2:25	29-15-30			
Fore Topmast Stay Sails,	or Steel Wire	90	1 1/2	30:8:0:0			Total 105:0:16 Total 107 cwt					
or Hempen Strm Cable.....												
Towline, Hemp.		90	1 1/2									
or Steel Wire ..												
Main Sails,	Hawser	90	10 1/2				Stream Anchor 15853 11:2:11 13-10-0-0 11 1/2					
Main Top Sails, and	Warp	90	6 1/2				Kedge ... 15971 5:2:16 8-0-2-14 5 1/2					
quality	quality <i>Good</i>						2nd Kedge ... 15946 2:3:6 5-7-2-0 2 1/4					

Standing and Running Rigging *wire & manilla* is sufficient in size and *good* in quality. She has *2* Lugsails and *4* others.

The Windlass is *Iron patent* Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *7 free scuttles in bulwarks and 4 scuppers on each side.*

Cargo Hatchways. How formed? *Plate covers 24 x 9/16*

State size Main Hatch *15 1/2 x 12* Fore hatch *8 x 8* Quarter hatch *8 x 7*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *A wide web plate beam in main hatchway.*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *1130* Date *10th Nov 1882*
Order for Ordinary Survey No. *977* Date *9th Nov 1882*
No. *193* in builder's yard.
State dates of letters respecting this case *30th November 1882*
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 1883: July 5. 26; Mch 9. 16. 21; Apl 3. 9. 25. 26. 30; May 9. 14. 24. 28; June 7. 13. 25. 28; July 25. 26; Aug 8. 17. 27; Sept 8. 14. 19 + 22

General Remarks (State quality of workmanship, &c.) *This is an iron sailing ship, built in accordance with the approved plans attached hereto and with the Society's Rules. She is a sister vessel in almost every respect to the ship "Ireta" by the same builders - but for other owners. See Greenock Survey Report No 847. The deck openings are well protected, the deck erections thoroughly strengthened and painting fully provided against. The workmanship is good.*

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint & Composition*

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

The amount of the Entry Fee£ *4:* is received by me, *Special£ 67:16: 22/9/ 1883*

(to be sent as per margin). Certificate ... *gratis*

Committee's Minute *TUESDAY 25 SEPT 1883*

Character assigned *100 A 1*

TRM *DATE* *25RS* *Surveyor to Lloyd's Register of British and Foreign Shipping. It is submitted that this vessel meets the favorable consideration of the Committee and is recommended to be classed 100 A 1 as recommended.* *24/9/83*