





Workmanship. Are the butts of plating planed or otherwise 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?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

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 Iron in good condition, and sufficient in size and length. If of Iron or Steel give Scaulings 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 Spica (Foremast) (lower intrad) 22' 4" - 28' 7/8  
3 plates in round 4 x 3 angles 4 x 3 x 7/8 Fore mast 24' 6" Main mast 28' 6" 30' x 7/8 3 plates in round 4  
3 angles 3 1/2 x 3 x 7/8 Mizzen mast 28' 0" 28' x 7/8 3 plates in round. Fore Main 27' 10" 18' x 5/8  
5 1/4 x 7/8 Fore Main 28' 0" 28' x 7/8 5 1/2 x 7/8 Fore Main 28' 0" 28' x 7/8 5 1/2 x 7/8  
Fore Main 28' 0" 28' x 7/8 5 1/2 x 7/8 Mizzen 28' 0" 28' x 7/8 5 1/2 x 7/8 All Consols brand

NUMBER & LETTER for EQUIPMENT		22350 (u)		Test per Certificate		Inches per Rule		Machine where Tested and Superintendent, also Number of Certificate.		ANCHORS.		N <sup>o</sup> .		Weight. Ex. Stock.		Test per Certificate		Weight req'd per Rule.		Machine where Tested and Superintendent, also Number of Certificate.	
SAILS.		CABLES, &c.		Fathoms.		Inches.															
N <sup>o</sup> .		Chain		135-#		1 1/2		94-5		27-1/2		16-8/32		1		36-3-8		33-13-21		36-2-0	
Fore Sails,		135-#		1 1/2		94-5		27-1/2		16-8/32		1		36-3-8		33-13-21		36-2-0		2000 P. Mottishaw	
Fore Top Sails,		75		1 1/2		27-1/2		75-1/2		16-8/32		1		34-2-17		32-0-3-21		35-0-0		1344 Glasgow	
Fore Topmast Stay Sails,		15		11 Manila		90-11		15-8/32		1		33-2-0		31-5-0-0		32-2-0		1343 Glasgow		T. & L. Ludlow	
Main Sails,		75		3 1/2 Steel. 26 tons		90-11		15-8/32		1		11-1-16		13-5-0-0		11-1-0		1345 Glasgow			
Main Top Sails, and		90		10 1/2		90-10 1/2		90-10 1/2		1		5-2-19		7-18-1-21		5-2-0		1346			
Warp		90		6 1/2		90-6 1/2		90-6 1/2		1		2-2-11		5-2-2-0		2-3-0		1347			
Sails, and		quality		good																	

Standing and Running Rigging Steel wire sufficient in size and good in quality. She has 12 Lifts, Long Boat and 30 others

The Windlass is Emerson Walker & Thompson Capstan 2 Rudder good Pumps good

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?

4 Scuppers on each side.

Cargo Hatchways.—How formed?

State size Main Hatch 15' 11" x 12' 0" x 19' Fore hatch 8' 10" x 6' 4" x 16" Quarter hatch 8' 0" x 6' 4" x 21"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, if strong and efficient?

Order for Special Survey No. 319

Date 19<sup>th</sup> Oct. 1886

Order for Ordinary Survey No. 319

Date 19<sup>th</sup> Oct. 1886

No. 164 in builder's yard.

State dates of letters respecting this case

- 1st. On the several parts of the frame, when in place, and before the plating was wrought. 1886: Decr. 10. 20. 21. 24. 28. 30: 1887 - Jan'y. 11. 14. 18. 20. 21. 25. 27.
- 2nd. On the plating during the process of riveting. Feby. 1. 3. 8. 10. 14. 16. 21: Mch. 1. 2. 4. 8. 9. 10: Apl. 6: May 31: July 5: Aug. 26: Sept. 5. 17. 22. 23. 28. 30: Oct. 11. 13. 19. 27: Novr. 1. 2. 8. 10. 14.
- 3rd. When the beams were in and fastened, and before the decks were laid. 21. 23. 24. 30: Decr. 2. 6. 9. 13. 15. 19. 23. 28: 1888 - Jan'y. 9. 12. 16.
- 4th. When the ship was complete, and before the plating was finally coated or cemented. 19. 23. 26. 31: Feby. 1. 2. 3.
- 5th. After the ship was launched and equipped. 19. 23. 26. 31: Feby. 1. 2. 3.

General Remarks (State quality of workmanship, &c.)

The workmanship is good, and the vessel has been constructed in accordance with the approved Statutes (21 &c.) and in general conformity with the Rules. Two forging reports are attached hereto. The fore peak bulk head has been tested as required.

Forecastle 35' 0" including 4' 0" overhang with Iron side houses, Iron bulkhead at fore end. Poop 36' 0" and 4' 0" overhang with Iron side houses, Iron bulkhead at fore end. Wood deck house between Iron Main masts, Iron Coamings, beams & frames 28' 6" x 14' 6" x 6' 8".

State if one, two, or three decked vessel, one or two or three masted; 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 Paint & Paint Outside Paint

I am of opinion this Vessel should be Classed

The amount of the Entry Fee .....£ 4 : - : - is received by me, } 100 A. 1. 2

Special .....£ 66 : 16 : - 9<sup>th</sup> February 1888 } 100 A. 1. 2

(to be sent as per margin). Certificate ... Gratis :

(Travelling Expenses, if any, £ Nil.)

Committee's Minute

Character assigned

L A C P

TUESDAY 14 FEB 1888

100 A. 1.

200 A. 1.

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

It is submitted that the vessel appears eligible for class

100 A. 1. as recommended

200 A. 1.

200 A. 1.

200 A. 1.

200 A. 1.

200 A. 1.

200 A. 1.

200 A. 1.

200 A. 1.