

(Received at London Office)

Master T. Calder

Year of appointment (1) As master in service of owner of present vessel: - 1884
(2) As master of this vessel: - 1888

Built at Port Glasgow

When built 1888 Launched 7th Dec 7/88

By whom built J. Russell & Co.

Owners D. & W. Leyland & Co.

Managers (If desired to be entered in Dry Dock)

Residence Liverpool

Port belonging to Liverpool

Destined Voyage Melbourne via London

If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special License

* If Iron Deck, * If White or pact, and if wood deck
Solid throughout.

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? *A few*

Masts, Bowsprit, Yards, &c., are *Stab* 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 *The Spars are in accordance with approved sketch attached hereto. Brand "Crossed", "Clydebridge" and "Pat Head".*

Number for Equip- ment, <i>14776</i> Letter for do. <i>Y</i>	CABLES, &c.		Test per Certificate. Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.				Number of Certificate	Ex. Stock.				
N. SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality	<i>14469</i>	<i>149-25</i>	<i>2 5/8</i>	<i>134 3/4</i>	<i>300-2 5/8</i>	<i>24092</i>	<i>45.0.16</i>	<i>39.8.0.14</i>	<i>45.0.0</i>	<i>W. T. Tilton</i>	<i>A. G. Lewis</i>
	<i>14473</i>	<i>150-35</i>	<i>2 5/8</i>	<i>134 3/4</i>	<i>300-2 5/8</i>	<i>24091</i>	<i>43.3.12</i>	<i>38.10.2.14</i>	<i>43.0.0</i>	<i>"</i>	<i>"</i>
	<i>9809</i>	<i>Chain made by Nottingham</i>			<i>by A. G. Lewis</i>	<i>23813</i>	<i>41.0.8</i>	<i>36.11.2.7</i>	<i>40.1.0</i>	<i>"</i>	<i>"</i>
	<i>Iron Steam Chain</i>	<i>120-2 1/2</i>	<i>1 3/8</i>	<i>38 1/2</i>	<i>120-1 3/8</i>	<i>30.0.15</i>			<i>128.1.0</i>	<i>"</i>	<i>"</i>
	<i>Hempen Steam Cable</i>	<i>75</i>	<i>5 3/4</i>	<i>59 tons.</i>	<i>Whitecross wire Co's</i>						
	<i>TOWLINE—</i>	<i>15</i>	<i>15" manilla.</i>	<i>90-13</i>		<i>Stream</i>	<i>15.0.17</i>	<i>16.14.1.14</i>	<i>15.1.0</i>	<i>"</i>	<i>"</i>
	<i>Hemp or Steel Wire</i>	<i>90</i>	<i>12" manilla</i>	<i>90-12</i>		<i>Kedge</i>	<i>7.2.16</i>	<i>9.18.0.14</i>	<i>7.2.0</i>	<i>"</i>	<i>"</i>
	<i>Hawser</i>	<i>90</i>	<i>8"</i>	<i>90-8"</i>		<i>2nd Kedge</i>	<i>3.3.14</i>	<i>6.5.1.7</i>	<i>3.3.0</i>	<i>"</i>	<i>W. Tilton</i>
	<i>Warp</i>										

Standing and Running Rigging *ful. Stab wire* sufficient in size and *good* in quality. She has *2 Life Long Boats* and *3 Others*.
The Windlass is *Clark Chapman & Co's* Capstan *good* and 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? *5 Ports, 3 Scuppers & 2 Pipes on each side forward; 5 Ports, 4 Scuppers & 2 Pipes on each side aft.*
Cargo Hatchways.—How formed? *Iron Crappings* Hatches, If strong and efficient?
State size Main Hatch *16' 0" x 11' 6" x 2' 1/2" high* Fore hatch *12' 0" x 8' 0" x 2' 1/2" high* Quarter hatch *11' 10" x 8' 0" x 2' 1/2" high*
Shifting beam in each hatch. What arrangement for shifting beams?

Order for Special Survey No. <i>1372</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1888 Jan. 2, Mch. 29, Apr. 3, 4, 11, 21, 22, 24, 26, May 2, 7, 9, 15, 17, 21
Date <i>26 Decr., 1887</i>	2nd. On the plating during the process of riveting	June 1, 6, 9, 13, 15, 21, 26, 27, 28, July 3, 4, 16, 18, 25, 26, 30, Aug. 2, 6
Order for Ordinary Survey No. <i>182</i>	3rd. When the beams were in and fastened, and before the decks were laid...	Sept. 6, 8, 14, 18, 21, 25, 26, 28, Oct. 2, 3, 8, 12, 15, 17, 19, 25, 26, 28, 31
Date <i>1887</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	Nov. 2, 7, 13, 16, 20, 23, 27, 29, 30, Dec. 4, 6, 7, 8, 10, 12, 14, 17, 22, 26, 28
No. <i>182</i> in builder's yard.	5th. After the ship was launched and equipped	1889 Jan. 4, 7, 8, 9, 10, 11, 12, 15, 16, 17, 19, 21, 22, 23
State dates of letters respecting this case		1888 Jan. 7, 17, 24, 25 Feb. 23, March 8, Sep. 18, 1889 Jan. 12

General Remarks (State quality of workmanship, &c.) *The workmanship is good & the vessel has been constructed in accordance with the approved plans (5 in No. which together with two Forging Reports are attached hereto. The collision bulk head has been tested by hose & found good. The dimensions and particulars given by the builders for purpose of having a Tribunal assigned to the vessel, have been checked, see friend's Tribunal Report No. 9629, and the Tribunal of 6' 6 1/2" from top of iron deck, assigned by the Committee in their letter dated 23rd February 1888, has been made on the sides of the vessel, and verified, and may now be recorded in the Register Book.*

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint.*

Particulars for Record in R.B.—Length of *10* ft., R.Q.D. *10* ft., Bridge Dk., *52* ft., Fore castle *28* ft.; No. of Dks. (excluding spar, awn., &c.) *2*
Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *2*
Official No. *100A1*; Signal Letters *Two deers (Iron), two tiers of beams, and web frame*
I am of opinion this Vessel should be Classed *100A1*
The amount of the Entry Fee *£ 5* is received by me, *J. H.*
Special *£ 108* *5* *16th Jan., 1889*
(to be sent as per margin). Certificate ... *gratis*
(Travelling Expenses, if any, & *nil*).
Committee's Minute *100A1*
Character assigned *100A1 Beams Steel 20th Iron*
Record Tribunal & webframes