

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? *No*

Masts, Bowsprit, Yards, &c., are 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 *18" diam. wood*

NUMBER for EQUIPMENT <i>14611.23</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Chain		<i>240.2</i>	<i>1 1/16</i>	<i>55.12.2.0</i>	<i>240</i>							
Fore Sails,		<i>80</i>	<i>1 1/16</i>	<i>37.2.2.0</i>	<i>17 1/16</i>	<i>D. E. Lewis</i>		<i>1</i>	<i>18.0.9</i>	<i>19.2.0.21</i>	<i>18</i>	
Fore Top Sails,		<i>80</i>	<i>1 1/16</i>	<i>15.16.0.0</i>	<i>00 + 15 1/16</i>	<i>Netherston</i>		<i>1</i>	<i>17.1.11</i>	<i>18.10.2.14</i>	<i>17 1/2</i>	
Fore Topmast Stay Sails,		<i>90</i>	<i>9 1/2</i>		<i>90 + 9 1/2</i>	<i>J. Dudley</i>		<i>1</i>	<i>15.3.12</i>	<i>17.5.1.7</i>	<i>15 3/4</i>	
Main Sails,		<i>90</i>	<i>7 1/2</i>		<i>90 + 7 1/2</i>	<i>July, 1883</i>		<i>1</i>	<i>15.3.12</i>	<i>17.5.1.7</i>	<i>15 3/4</i>	
Main Top Sails,		<i>90</i>	<i>5 1/2</i>		<i>90 + 5 1/2</i>		Stream Anchor	<i>1</i>	<i>6.2.11</i>	<i>8.17.2.0</i>	<i>6 1/2</i>	
and							Kedge ...	<i>1</i>	<i>3.2.2</i>	<i>6.0.3.21</i>	<i>3 1/2</i>	
quality <i>good</i>							2nd Kedge ...	<i>1</i>	<i>1.3.12</i>	<i>4.1.2.7</i>	<i>1 1/2</i>	

Standing and Running Rigging *Steel wire & hemp* sufficient in size and *good* in quality. She has *three* Long Boat and *two* 20 and one 18
The Windlass is *Emerson & Walker* Capstan and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *On top of iron house* How secured in ordinary weather? *well*
What arrangements for deadlights in bad weather? *with iron lids*
Coal Bunker Openings.—How constructed? *of iron 3' 8" x 2* How are lids secured? *double wood lids with nails* Height above deck? *18" x 7/16*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Spadeck*
Cargo Hatchways.—How formed? *of iron 24 above deck 7/16 plate*
State size Main Hatch *18.4 x 9* Forehatch *11 x 9 & 11 x 9* Quarterhatch *18.4 x 9*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *One shifting beam in Main & after Hatch*
Hatches, If strong and efficient? *Solid 2 1/2" thick*

Order for Special Survey No.	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 }	<i>Specime Survey</i>
Date		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, } and before the decks were laid... }	
Date		4th. When the ship was complete, and before the } plating was finally coated or cemented.. }	
No. <i>89</i> in builder's yard.		5th. After the ship was launched and equipped	
State dates of letters respecting this case			

General Remarks (State quality of workmanship, &c.)
The vessel has a double bottom under her Engine and Boiler Room, built after the Bracket system; she has also in her after-hold a ballast tank which has been tested according to the Rules and found tight. The decks are of Swedish pine; the deck-house and companions are of teak. The plating is of German and the angles of English iron, of good material. The whole workmanship has been carried out to my satisfaction, also the equipments are good.

State if one, two, or three decked vessel, and if spar, ~~or~~ 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 *three coats of paint; bottom* Outside *three coats of paint; bottom with Patent*
I am of opinion this Vessel should be Classed *100A1*
The amount of the Entry Fee£ *5 : 0 : 0* is received by me, *Emil Laderatz*
Special£ *49 : 15 : 0* 18
(to be sent as per margin). Certificate ... *5 : 0*
(Travelling Expenses, if any, £ *5.10.0*)
Committee's Minute
Character assigned
100A1
LA 609 1DK Iron & Steel
3 Jan 1884
4 SEPTEMBER 1883 18
Lloyd's Register Foundation