



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 of *Steel* 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, State also Length and Diameter of Lower Masts and Bowsprit *The steel masts and spars are according to the approved Sketch*

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.	Weight.	Test per Certificate	Wght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.				
Letter for do. <i>22808</i>												
<i>14064-02</i>	<i>270</i>	<i>1 15/16</i>	<i>9 1/2 Tons</i>	<i>270 x 15/16</i>	<i>N. Hingley &amp; Son</i>	<i>25586</i>	<i>36.3.0</i>	<i>33.13.1.21</i>	<i>30 1/2</i>	<i>Trotman's</i>		
<i>17758</i>	<i>75</i>	<i>1 1/16</i>	<i>30.8 Cwt</i>	<i>75 x 1/16</i>	<i>D. E. Lewis</i>	<i>25585</i>	<i>30.1.0</i>	<i>33.5.2.14</i>	<i>30 1/2</i>	<i>Anchors</i>		
Fore Sails,					<i>Netherton &amp; Co.</i>					<i>D. E. Lewis</i>		
Fore Top Sails,					<i>90 x 3 1/2</i>	<i>Dudley</i>	<i>25584</i>	<i>31.1.1</i>	<i>29.13.0.14</i>	<i>31</i>	<i>15 June 1889</i>	
Fore Topmast Stay Sails,	Iron Stream Chain or Steel Wire ..	<i>90</i>	<i>3 1/2</i>			<i>Collective Weight</i>	<i>104.1.7</i>		<i>104</i>	<i>Netherton &amp; Co.</i>		
Main Sails,	Hempen Str'm Cable	<i>90</i>	<i>10 1/2</i>		<i>90 x 10</i>	<i>June 8<sup>th</sup> 1889</i>				<i>Dudley</i>		
Main Top Sails, and quality	TOWLINE— Hemp or Steel Wire.	<i>90</i>	<i>0 1/2</i>		<i>90 x 0 1/2</i>		Stream .....	<i>11.2.1</i>	<i>13.10.0.0</i>	<i>11 1/4</i>		
<i>good</i>	Hawser .....						Kedge .....	<i>5.2.17</i>	<i>8.0.2.14</i>	<i>5 1/2</i>		
	Warp .....						2nd Kedge....	<i>2.3.8</i>	<i>5.7.2.0</i>	<i>2 3/4</i>		

Standing and Running Rigging *are* sufficient in size and *good* in quality. She has *4* Long Boats and *good* in size & quality  
The Windlass is *Clark & Chapman* Capstan *Patent* 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 Scuppers & 1 Port 33' x 24' & 3 Ports 22' x 24' on each side*

Cargo Hatchways.—How formed? *Iron Comings 2 1/4" above deck* *Hatches, If strong and efficient? Solid*  
State size Main Hatch *20' 0" x 11' 0"* Forehatch *8' 0" x 8' 0"* Quarterhatch *12' 0" x 8' 0"*

If of extraordinary size, state how framed and secured.... *What arrangement for shifting beams? Webbs beams*

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
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>00</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 poop for cabin 48 feet long a deck house 38 feet long. The steel and iron work are very good. The decks are of Yellow pine, all the other woodwork is of teak. The rigging is according to Table C, G and the whole of the workmanship, the equipment and outfit are excellent. The vessel is built according to the approved Section.*

How are the surfaces preserved from oxidation? *Inside 3 coats of paint & cemented* *Outside 3 coats & bottom P. paint*

Particulars for Record in R.B.—Length of Poop *48* ft., *House* *38* ft., Bridge Dk., *ft.*, F'castle *ft.*; No. of Dks. (excluding spar, awn., &c.) *two*;  
Material of dks. *pine* If spar, awn. dk., &c. *Material of spar, awn. dk., &c.* *No. of tiers of beams (with and without dks. laid) two*;  
Official No. *100A1*; Signal Letters *100A1* *If double bottom, state particulars on separate form.*

I am of opinion this Vessel should be Classed *100A1*  
The amount of the Entry Fee .....£ *4 : 0 :* is received by me, *18*  
Special .....£ *69 : 18 :*  
(to be sent as per margin). Certificate ... *5 :*  
(Travelling Expenses, if any, £ .....).

Committee's Minute *TUES 1 OCT 1889*

Character assigned *100A1 Steel*

Hull Certificate. Written. *200A1 Steel*

*Ernest P. Tucker*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
*From the further information now supplied it is submitted that this vessel appears eligible to be Classed 100A1 (Steel) as recommended.*  
*2 Dks (1st & 2nd Steel)*  
*40179*  
*11*