

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *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*

Do the fillings between the ribs and plates fill in solid with single pieces? *or are they in short lengths of various thicknesses?* *Yes*

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *a few in corners of Butts*

Her Masts, Bowsprit, Yards, &c., are in *Wood in good* condition, and sufficient in size and length. (If they are of Iron or Steel give the 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, made of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Fathoms.	Inches.	Tested to. Tons.	No.	Weight. Ex. Stock.	Tested to. Tons.		
2	Fore Sails,	Chain	270	1 3/4	34	Bowers,	3	15.2.24 3.1.6	18.0.2.1
1	Fore Top Sails,	Hempen Stream Cable	90	8 1/2				15.1.2 3.1.2	17.10.1
1	Fore Topmast Stay Sails,	Hawser	90	0 1/2				15.0.11 3.0.7	16.2.0
1	Main Sails,	Towlines	90	4		Stream,	1	7.2.0	
1	Main Top Sails,	Warp	90	3					
	All of <u>Good</u> quality.					Kedges,	2	3.2.14 1.3.20	

Her Standing and Running Rigging *Good* sufficient in size and *Good* in quality.

She has *two life boats* Long Boat and *two Quarter Boats*

The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. *350* Surveys held 2nd. On the plating during the progress of rivetting *Built under Special Survey*

Date *Sept 4/05* while building 3rd. When the beams were in and fastened, and before the decks were laid *from 18th Oct 1894*

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated *to the 15th Apr 1905*

No. *1* Section 18. 5th. After the ship was launched

Date *1/05*

State if she has a Spar Deck *No* Poop *Yes* or Forecastle *Yes*

General Remarks,

Middle line Intercostal and Bilge Keelsons fitted with a built iron girder. Sheerstrake doubled its whole depth with a 3/4" Plate for three fourths the entire length of the vessel; Gunwale Plate increased to 1/2" in thickness; the whole of the Plating &c is in excess of the Rules being in conformity with the F. & P. O. T. Scale

The weights and tests of the Anchors are not strictly in conformity with Table 22. That I beg to leave the assigning of the figure 1 for the Committee's consideration

In what manner are the surfaces preserved from oxidation? Inside *with Portland Cement & Red Lead*

Ditto

ditto

Outside *Red Lead*

I am of opinion this Vessel should be Classed *A*

The amount of the Fee £ *5* : : : is received by me,

Special £ *35* : 8 :

Certificate (if required) £ *10* : 0 :

Committee's Minute *18th April 1895*

Character assigned *A*

A. T. C. P.

The State of this ship has been ascertained to be eligible for the as recommended, and the slight deficiency in weight of the anchors to be subject to Committee's consideration for Fig 1, as allowed in the Rules.

April 17/05