

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? *No*

Her Masts, Bowsprit, Yards, &c., are 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, mode 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
<i>Single Mast</i>	Fore Sails,	Chain <i>27</i>	<i>60</i>	<i>3/4</i>	<i>6.15.0</i>	<i>2</i>	<i>2.1.1</i>
	Fore Top Sails,	Hempen Stream Cable	<i>80</i>	<i>4</i>			<i>2.0.18</i>
	Fore Topmast Stay Sails,	Hawser	<i>80</i>	<i>3</i>			<i>2.0.4</i>
	Main Sails,	Towlines	<i>50</i>	<i>5</i>		<i>1</i>	<i>1.0.0</i>
	Main Top Sails,	Warp					
and		All of <i>Good</i> quality.					
Her Standing and Running Rigging		sufficient in size and <i>Good</i> in quality.					
She has		<i>a fifteen feet Long Boat and</i>					
The present state of the Windlass is		<i>new Capstan and Rudder new Pumps new and efficient</i>					

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. *✓* Surveys held 2nd. On the plating during the progress of rivetting *Built under ordinary survey*
 Date *✓* while building 3rd. When the beams were in and fastened, and before the decks were laid *from 1st Aug to the 1st Oct. 1886*
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
 No. *✓* Section 18. 5th. After the ship was launched
 Date *✓*
 State if she has a Spar Deck *No* Poop *No* or Forecastle *No*

General Remarks,
This lighter is built in conformity with the accompanying approved midship section for River purposes &c
The out fit is not in conformity with the present Rules for sea going vessels, but for River purposes &c
Shunt may be deemed sufficient

In what manner are the surfaces preserved from oxidation? Inside *Red Lead*
 Ditto ditto Outside *Red Lead and Oil Paints*

I am of opinion this Vessel should be Classed *B for river purposes*
 The amount of the Fee£ *1 : 2 : 2* is received by me,
 Special£ *2 : 2 : 2*
 Certificate (if required)£ *2 : 2 : 2*
 Committee's Minute *16th October 1886*
 Character assigned *B*
For River purposes only above.
W.M.
This small screw steamer appears eligible for River purposes as recommended if the Committee are satisfied with the length of Chain Cable &c as stated
Oct 15/86