





**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? Solid with single pieces.

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 the Butts.

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.)

The Iron masts and Yards are of Iron, formed of two plates  $\frac{3}{16}$ ,  $\frac{7}{16}$ , and  $\frac{1}{2}$  thick, each having two angles of  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{16}$  plates in the centre of each plate. The Bowsprit is likewise formed of two plates  $\frac{3}{16}$  and  $\frac{7}{16}$  thick, and two angles of the same size as those in the masts. All the edges are double rivetted, as the Butts part double and part treble rivetted, with  $\frac{1}{16}$  and  $\frac{1}{8}$  rivets. The fore, main, mizzen, and lower fore and main topmast Yards are also of Iron, formed of two plates  $\frac{3}{16}$ ,  $\frac{7}{16}$ , and  $\frac{1}{2}$  thick, each having two angles of  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{16}$  plates in the centre of each plate. The length  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{16}$ . Edges of all yards single rivetted and the Butts part double and part treble rivetted with  $\frac{1}{16}$  and  $\frac{1}{8}$  rivets. Plates and angles Messrs. Brown & Co. Glasgow.

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain <u>No. 4186</u>	<u>145</u>	<u>1 7/8</u>	<u>63 3/4</u>	<u>1 7/8</u>	<u>63 3/4</u>	Bestman's <u>4213</u>	<u>1</u>	<u>35.10.20</u>	<u>32.10.17</u>	<u>34</u>	<u>31 1/2</u>
Fore Top Sails,	Chain <u>No. 4610</u>	<u>255</u>	<u>1 7/8</u>	<u>63 3/4</u>	<u>1 7/8</u>	<u>63 3/4</u>	Bestman's <u>4211</u>	<u>1</u>	<u>34.1.0</u>	<u>31.16.0</u>	<u>34</u>	<u>31 1/2</u>
Fore Topmast Stay Sails	Chain <u>Homper-Stream Cable</u>	<u>90</u>	<u>1</u>	<u>18</u>	<u>1</u>	<u>18</u>	Bestman's <u>2026</u>	<u>1</u>	<u>29.2.27</u>	<u>28.5.3.21</u>	<u>28.3.17</u>	<u>27 1/2</u>
Main Sails,	Hawser	<u>90</u>	<u>11</u>	<u>—</u>	<u>10</u>	<u>—</u>	Stream <u>1000</u>	<u>1</u>	<u>13.2.20</u>	<u>12.17.2.0</u>	<u>13 1/2</u>	<u>—</u>
Main Top Sails,	Towlines	<u>90</u>	<u>10</u>	<u>—</u>	<u>6</u>	<u>—</u>	Common <u>No. 1120</u>	<u>1</u>	<u>6.3.8</u>	<u>7.16.1.0</u>	<u>6 3/4</u>	<u>—</u>
and <u>Good</u> .	Warp	<u>90</u>	<u>9</u>	<u>—</u>	<u>—</u>	<u>—</u>	Kedges <u>No. 424</u>	<u>1</u>	<u>3.2.14</u>	<u>5.10.0.0</u>	<u>3 1/4</u>	<u>—</u>
	All of <u>Good</u> quality.	<u>90</u>	<u>6</u>	<u>—</u>	<u>—</u>	<u>—</u>						

Her Standing and Running Rigging are Good and Simple sufficient in size and Good in quality.

She has two Life Long Boats and Three others.

The present state of the Windlass is Efficient Capstans Good and Rudder Efficient Pumps Two Main can be worked by Stem. 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. 484 Surveys held 2nd. On the plating during the progress of rivetting

Date 12th Oct. 1888 while building 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey No. — as per 4th. When the ship was complete, and before the plating was finally coated

Date — Section 18. 5th. After the ship was launched

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

#### General Remarks,

She has been built under Special Survey as per order, No. 484, dated 12th October 1888; has a full Poop and Forecastle, and a Deck House for part of the fore. Is also fitted with a Stinger on each side of the tween decks, about midway between the main and lower deck Stingers. plates, for three-fourths her length amidships, formed of double angle Irons  $3\frac{1}{2} \times 4\frac{1}{2} \times \frac{3}{16}$  fitted back to back and well rivetted to the Frames and Reverse-frames.

\* The Chain, Cables and Anchors (Bower) have been tested at a Public Machine recognized by the Committee, viz. the Staffordshire Chain and Anchor Testing Company, the certificates produced and signed by Mr. Samuel Tregenna Superintendent.

The small Anchors and Stream Chain were tested at the Lipton Green Chain and Anchor Testing Machine, not approved by Committee, the certificates produced and signed by Mr. Richard Pearson Superintendent.

In what manner are the surfaces preserved from oxidation? Inside Cemented to Ribs, and which she has had 3 coats of paint on

Ditto

ditto

Outside Three coats of paint outside, besides Bell's Patent Paint on the Bottom

I am of opinion this Vessel should be Classed A 1 +

The amount of the Fee £ 5 : 0 : 0 is received by me,

May 1889 Special £ 11 : 19 : 0

Certificate (if required) £ — : — : —

Committee's Minute 7th May 18 89

Character assigned A 1

J. Williamson.

W. J. 100th.

This sailing ship built of Iron appears eligible for Classification as recommended above.

May 6/89

A. Williamson & Sons, Liverpool