

Workmanship. Are the butts of plating planed or otherwise? *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*
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Solid in one*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* and are the rivets well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *A few in 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. *Main Mast 5 1/2 in Diam, 1 1/2 Fore Mast 4 1/2 in Diam*

8570 Iron

Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	W'ght req'd per Rule.	Test r per B.
SAILS.										
Fore Sails,	40	5 1/2	31-0-0	1 1/2	31-0-0	Bowers	3	15-5-14 17-0	15-1-0	16-0
Fore Top Sails,						(State Machine where Tested, and name of Superintendent).		15-3-0 17-3-0	15-1-0	16-14
Fore Topmast Stay Sails						Stream	1	13-0-0 14-5-0	12-2-0	14-0
Main Sails,	80	7 1/2				Kedges	2	16-2-0	6-2-0	
Main Top Sails,	80	8 1/2								
and	90	5								
	160	4 1/2								

Her Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Two* Long Boats and *one* jolly. The present state of the Windlass is *E. Oak* Capstan *2 of Iron* and Rudder *Good* Pumps *2 of 7 in Iron*

Engine Room Skylights.—How constructed? *3 in Pine, to 1/4 casing* How secured in ordinary weather? *Bullseyes*

What arrangements are there for deadlights in such for bad weather? *none*

Coal Bunker Openings.—How constructed? *Iron pipes* How are lids secured? *Bars* How high above deck? *12 inches*

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? *ports in bulwark*

Cargo Hatchways.—How formed? *7 1/2 plate coming 29 in above* State size *Main 22 ft x 11 ft Fore 22 ft x 11 ft*

If of extraordinary size, state how framed and secured? *Plate in centre 7 1/2 the whole depth of casing, Double angles on top & bottom*

What arrangement for shifting beams? *Plate in centre 7 1/2 the whole depth of casing, Double angles on top & bottom*

Hatches, themselves, whether strong and efficient? *Strong & efficient* Main Hatchways.—State size *22 ft x 11 ft*

Order for Special Survey No. *361* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *16th Aug 1870* while building 2nd. On the plating during the progress of riveting

Order for Ordinary Survey No. _____ as per 3rd. When the beams were in and fastened, and before the decks were laid

Date _____ in builder's yard. Section 18. 4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

General Remarks, *Is fitted with raised Quarter Deck, frames all to the top height beams built 6 1/2 x 6 1/2, double angles on top edges 2 1/2 x 2 1/2 x 3 1/2, stringer plates on ends of do. 26 x 7 1/2 angles 4 1/2 x 3 1/2 x 7 1/2, side plates 9 x 7 1/2 Diagonal do. 9 x 7 1/2 plating 6 1/2. Deck 3 in. P. Pine.*
*Water ballast tanks fitted in fore & after hold. frames cut off connections made with Pine plates, side plates 6 1/2. angles on do. 4 x 8 x 7 1/2. Web plate 6 1/2, angles top & bottom edges 3 1/2 x 7 1/2. Top plating 6 1/2. *See Lon. Sec.*
Iron Deck fitted over Engine & Boiler space length 44 ft. 7 in. 6 1/2 plate riveted to beams.
Length over twelve depths, sheer strakes increased 16 in the shep. for 3, gunwale stringers increased in breadth for 3/4 length. Bull plate fitted between bulge keelson angles. 7 x 7 1/2.

Widely Alexander & Co.

In what manner are the surfaces preserved from oxidation? Inside *Flat cemented with Portland Cement* Outside *Paint*

I am of opinion this Vessel should be Classed *90 A1*

The amount of the Entry Fee £ *5* : *0* : *0* is received by me, *J. P. G. Stone*

Special £ *37* : *6* : *0*

Certificate : : :

(Travelling Expenses) (if any) £ _____

Committee's Minute *3rd January 1870*

Character assigned *90 A1*

A x C P

W. H. Fairweather

See Secretary's Report dated 19th July 1870

This Iron Steamer appears to have been built in accordance with the Rules, and the ship's papers submitted, and is eligible for classification, and is recommended above also to be marked "90 A1".

W. H. Fairweather