

Rec 1/6/71

Length on deck as per Rule, 210 Feet. Moulded Breadth, 29 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule ..... Feet. Power of Engines, 15 Horse. N<sup>o</sup>. of Decks with flat laid one N<sup>o</sup>. of Tiers of Beams two

Dimensions of Ship per Register, length, 211 breadth, 29.3 depth, 16.5

Inches.	16ths.	Inches.	16ths.
In Ship.	In Ship.	required perRule.	required perRule.

**Keel, if bar iron, depth and thickness** .....  
Do. if centre through plate, depth and thickness  
em, if bar iron, moulding and thickness ....  
ern-post for Rudder do. do. ....  
rn-post for Propeller .....  
stance of Frames from moulding edge to }  
moulding edge, all fore and aft ..... }

Inches in Ship.      Inches required per Rule.  
**Class 90A**

Inches. In Ship.    16ths.    Inches.    16ths.  
In Ship.    In Ship.    required    required  
per Rule.    per Rule.    per Rule.

ames, size of Angle Iron, for  $\frac{3}{4}$  length amidships  
Do. for  $\frac{1}{4}$  at each end .....  
versed Frames, size of Angle Iron .....  
oors, depth and thickness of Floor Plate at }  
mid line for half the length amidships..... }  
Do. at the ends .....  
Do. do. do. at Bilge Keelson  
Do. height extended at the Bilges .....  
ams, Upper, Spar, or Awning Deck (No. ) single,  
single or double Angle Iron, Plate or Tee  
Bulb Iron .....  
single or double Angle Iron on Upper edge .....  
Average space .....  
Beams, Main or Middle Deck (No. ) single,  
on double Angle Iron, Plate or Tee Bulb Iron  
ng, on double Angle Iron, on Upper Edge .....  
Average space .....  
Beams, Lower Deck, Hold or Orlop (No. )  
single or double Angle Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge .....  
Average space .....  
Keelson Centre line, single or double plate,  
box, or Intercoastal, size of Plates .....  
Do. Bulb Plate to Intercoastal Keelson .....  
Do. Size of Angle Irons .....  
Do. Side Intercoastal Keelson, size of Plates ..  
Angle Irons on tops of Floors .....  
Do. Bilge Keelson, Bulb Iron .....  
Do. do. Intercoastal plates riveted  
to plating for length .....  
Do. do. Angle Irons .....  
Stringers (No. ) size of Angle Irons  
Intercoastal plates riveted to plating for  
length .....  
soms, material, or, if none, in what manner compensated for.  
t-heads, Plate Hawse Timbers  
Windlass, Pall Bitt  
Frames extend in one length from to Riveted through plates with ( $\frac{3}{4}$  in.) Rivets, about 6 apart.  
Reverse Angle Irons on the floors and frames extend to the middle line to alternately  
Is the Stringer Plate attached to the outside plating?  
Are the various lengths of Plates and Angle Irons properly connected? And are their butts properly shifted?  
Plates, Garboard, double Riveted to Keel, double or at upper edge, with Rivets ( $\frac{1}{2}$  in.) diameter, averaging ( $\frac{1}{2}$  ins.) from centre to centre.  
Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $\frac{1}{2}$  ins.) from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( $\frac{1}{2}$  thick, double or single Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter averaging ( $\frac{1}{2}$  ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below?  
of 2 Strakes at Bilge for length, treble riveted with Butt Straps thicker than their plates.  
Edges from bilge to Main Sheerstrake, worked carvel with a living piece ( $\frac{1}{2}$  thick or clencher, double or single riveted; with rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $\frac{1}{2}$  ins.) from centre to centre.  
Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge double  
Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( $\frac{1}{2}$  thick, double or single Riveted; with Rivets ( $\frac{3}{4}$  in) diameter, averaging ( $\frac{1}{2}$  ins) from centre to centre.  
Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for  $\frac{1}{2}$  length amidships. Breadth of laps of plating in double Riveting ( $\frac{1}{2}$ ) Breadth of laps of plating in single Riveting ( $\frac{1}{2}$ )  
laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted  
eer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)  
of the various Decks, how secured to the sides? No. of Breasthooks, Crutches,  
description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. ?  
s name or trade mark,  
the above is a correct description of the several particulars therein given.  
ature. Surveyor's Signature,



9044  
Workmanship. Are the butts of plating planed or otherwise fitted? *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? *Long lengths*  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *generally good* and are the rivet holes 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*

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 *Wood*

Number for equipment		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.	Wt. req'd per Rule.	Test req'd per Rule.
SAILS.												
N <sup>o</sup> .	CABLES, &c.						Bowers ....					
	Chain .....	240	1 1/2	34.0.0.0	1 1/2	34	(State Machine where Tested, and name of Superintendent).					
	Fore Sails,						Stream ....					
	Fore Top Sails,						Kedges ....					
	Fore Topmast Stay Sails											
	Main Sails,											
	Main Top Sails,											
	Warp .....											
	All of the quality.											

Her Standing and Running Rigging *Complete* sufficient in size and *new* in quality. She has *2* Long Boats and *2* Cutters *2* Life Boats. The present state of the Windlass is *Complete* Capstan *Complete* and Rudder *Complete* Pumps *3* Hand *Complete*

Engine Room Skylights.—How constructed? *Iron plate 4/16* How secured in ordinary weather? *Gold Fast*

What arrangements are there for deadlights in such for bad weather? *Wood framing 1 shutter 1*

Coal Bunker Openings.—How constructed? *Iron on Poop* How are lids secured? *Studs* How high above deck? *3 1/2*

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? *Scuppers and 3 Ports of a side*

Cargo Hatchways.—How formed? *4/16 plate angle steel edge* State size *4 1/2 x 4 - 25 deep after 11*

If of extraordinary size, state how framed and secured? *Beams and 3 one after beams*

What arrangement for shifting beams? *None*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *22 x 8 - 25 high*

Order for Special Survey No. *2284* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought *Under 11.0.0.0*

Date *1.5.1877* Surveys held 2nd. On the plating during the progress of riveting *Under 11.0.0.0*

Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid *Under 11.0.0.0*

Date as per 4th. When the ship was complete, and before the plating was *Under 11.0.0.0*

No. *10* in builder's yard. Section 18. 5th. After the ship was launched and equipped *Under 11.0.0.0*

#### General Remarks,

*I beg to refer to the Secretary's letter and the London Surveyor's remarks on this vessel of the 20<sup>th</sup> Oct. la approving of the arrangements and scantlings marked in the midship section appended. She has a full Poop and Toppalcant. Newcastle Construction as per Rule, lengths given below. The Double Bottom in main Hold is 55 long and in after Hold 57 long each 2 1/2 high from top of floor. Top plating 4/16 and side plate 4/16 as per Rule, and of the floor beams in main section.*

State if one, two or three decked vessel, or if spar decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom. *Double bottom 110 long 4 1/2 high*

In what manner are the surfaces preserved from oxidation? Inside *Painted* Outside *Painted*

I am of opinion this Vessel should be Classed *GO-A-1*

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

Special .....£ 46 : 19 : :

Certificate .....£ : : : :

(Travelling Expenses)

(if any) £

Committee's Minute *2<sup>nd</sup> June* 187*7*

Character assigned *GO-A-1*