

Workmanship. Are the butts of plating planed or otherwise fitted? 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? one piece
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 only

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 Iron 90 48 Iron

See Tracing appended
Plate

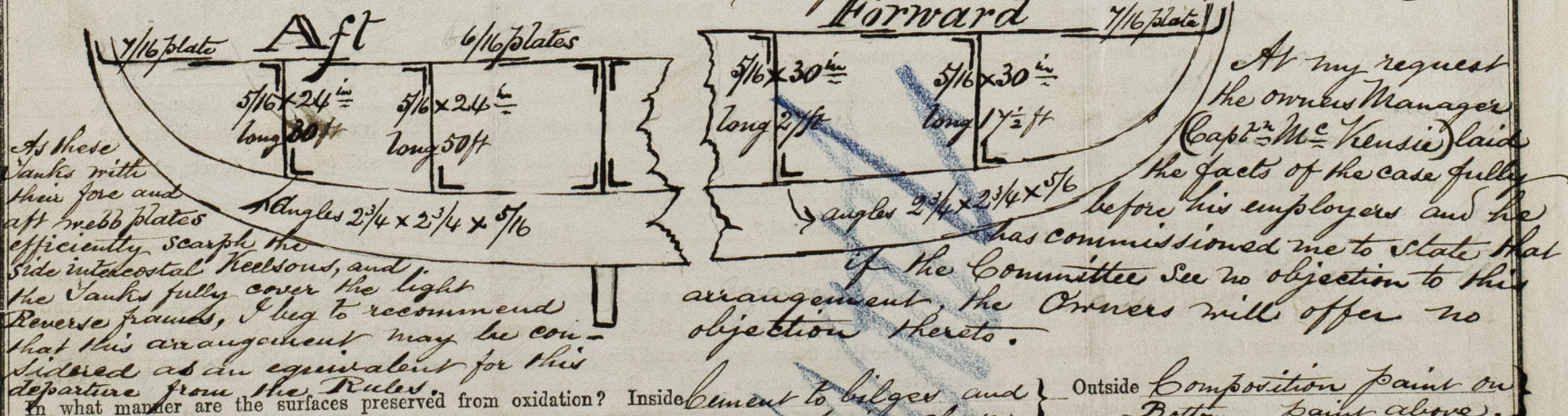
Number for equipment	19.770	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILES.												
Fore Sails,							Bowers	1	24.0.21	24.0.3.0	23.2.0	23.2.0
Fore Top Sails,							(State Machine where Tested, and name of Superintendent).	1	23.2.7	23.10.3.21	23.2.0	23.2.0
Fore Topmast Stay Sails								1	20.0.7	20.16.1.0	19.3.25	20.0.0
Main Sails,							Stream	1	11.0.14		10.0.0	
Main Top Sails,							Kedges	1	5.0.0		5.0.0	
								1	2.2.0		2.2.0	

Her Standing and Running Riggings Wire Shump sufficient in size and good in quality. She has 2 Boats and 2 others.
The present state of the Windlass is Good Capstan — and Rudder Good Pumps Good

Engine Room Skylights. How constructed? of wood How secured in ordinary weather? Gratings
What arrangements are there for deadlights in such for bad weather? (on Bridge-house) Canvas Covers
Coal Bunker Openings. How constructed? wood under Bridge How are lids secured? wood, & scotch cap and board How high above deck? from P. 2, from 2 1/2 in
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 Bulwarks 24 x 18 in four on each side, hung with hinges at upper part.
Cargo Hatchways. How formed? Iron beamings State size 22 1/4 ft by 10 1/4 ft and 27 1/4 ft x 11 feet
If of extraordinary size, state how framed and secured? each of these Hatchways has a fore and aft iron shifting beam formed of Bulwark 7 1/2 x 16 with double angles 3 x 3 x 7/16 in
What arrangement for shifting beams?
Hatches, themselves, whether strong and efficient? Strong Efficient Main Hatchways. State size 27 1/4 ft by 11 feet

Order for Special Survey No. 2286 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought built under P. & F. Survey
Date 17th Nov 1870 Surveys held 2nd. On the plating during the progress of riveting 18 July 20 Sept 22 Oct 24 Nov 27 Dec 12 14 16 18 20 22 24 26 28 30 31
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented 18 19 20 21 22 23 24 25 26 27 28 29 30 31
No. 106 in builder's yard. Section 18. 5th. After the ship was launched and equipped 18 19 20 21 22 23 24 25 26 27 28 29 30 31

General Remarks, She has a Topgallant Forecastle, long 30 feet. Bridge House 55 1/2 feet. and full Poop, long from fore side of Post 46 3/4 feet.
The rivets which connect the Gunwale, angle iron to Sheerstrake, and those in the upper edge of Garboard plates should have been 1 1/16 in Dr; though a mistake a few were put in amidships 12 in Dr; the remainder of the holes all fore and aft were drilled and Rivets of 13/16 in Diameter were introduced.
During the providing and bending of the frames, the Builder was corresponding with the Committee asking to be allowed to reduce the Reverse frames of another Ship, at the ends, 1/16 in thickness, which he fully expected would have been answered in the affirmative, in consequence of which they are in this vessel 1/16 in light on 32 frames forward and 16 frames aft, but with a view to compensate for this deficiency the web plates in the Water-Ballast Tanks at each end, are of the dimensions as per Sketch.



In what manner are the surfaces preserved from oxidation? Inside Cement to bilges and paint above Outside Composition paint on Bottom, paint above.
I am of opinion this Vessel should be Classed 90 A1 Should the Committee approve, please see the above remarks.
The amount of the Entry Fee£ 5 : : : is received by me,
Special£ 56 : 10 : :
Certificate : : :
Man 1970
(Travelling Expenses)
(if any) £

Committee's Minute 30th May 1871
Character assigned 90 A1
James Libur for part Outfit
This Ship was built under
Special Survey appears suitable
for Classification as recommended
above
29/5/71