



**Workmanship.** Are the butts of plating planed or otherwise fitted? not planed, but carefully fitted  
 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? yes or are they in short lengths of various thicknesses? no  
 Do the holes for riveting 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 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? 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 riveting, quality of Materials, and if stamped with Maker's name. (wooden masts)

State also Length and Diameter of Lower Masts and Bowsprit

Three mast gaff Schooner. Fore and main mast, length without top 64', diam. 17 1/2"  
 Mizzen mast ————— " ————— " ————— " 60', " 16 1/2"

N <sup>o</sup> .	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.	W'ght req'd per Rule.	Test req'd per Rule.
	10332											
	Fore Sails,	210.	1 3/16	2 1/2. 13. 0.	2 3/16	2 1/2 13/16	Bowers ....	2.	10. 3. 14.	12. 15.	10. 0. 0.	12. 0. 0.
	Fore Top Sails,	Lloyd's Fine public					(State Machine where Tested, and name of Superintendent).	1.	9. 2. 0.	10. 12.	3 1/2	
	Fore Topmast Stay Sails	Hempen Stream										
	Main Sails,	Cable Rope	90.	9.			Stream ....	1.	4. 3/4			
	Main Top Sails,	Hawser .....	90.	7 1/2					incl. Hook.			
		Towlines ...	90.	5.								
		Warp .....	90.	4.			Kedges ....	2.	2 1/4			
		All of quality.										

Her Standing and Running Rigging well proportioned sufficient in size and good in quality. She has one 19' Long Boat and one 17' boat  
 The present state of the Windlass is good Capstan good and Rudder good Pumps all in very good condition  
**Engine Room Skylights.**—How constructed? of iron, entrance How secured in ordinary weather? including with the coakhouse  
 What arrangements are there for deadlights in such for bad weather? no deadlights  
**Coal Bunker Openings.**—How constructed? of iron in deck How are lids secured? with screws How high above deck? 2 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? on each side of bulwark, 3 ports, 2" high, 21" breadth, swinging out  
**Cargo Hatchways.**—How formed? of iron plate 15" above deck State size 20" long, 10" wide  
 If of extraordinary size, state how framed and secured? the plates on deck beams & solid side pillars under the beams  
 What arrangement for shifting beams? carefully shifted and connected  
**Hatches, themselves, whether strong and efficient?** of wood 2" thick. Main Hatchways.—State size 13" x 7" and aft 7" x 5" on the quarter deck

Order for Special Survey No.	DATES of	1st.	2nd.	3rd.	4th.	5th.
	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped
	while building					
	as per					
No. <u>224</u> in builder's yard.	Section 18.					

**General Remarks,** The ship has been built here under my special survey according to the Rules of 1870, I can not but express my approbation of the workmanship and materials. The engine and boiler bearers are properly constructed and of sufficient size. The engine (compound) and boiler are of solid make, so that the ship is adapted for the conveyance of dry and perishable cargoes and worthy to be marked in the Register with the class mentioned underneath.

In what manner are the surfaces preserved from oxidation? Inside bottom cemented & painted Outside with minium and other colors  
 I am of opinion this Vessel should be Classed 90 A 1  
 The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me,  
 Travelling Expenses Special .....£ 25 : 10 : 0  
 (if any). Certificate .... — : 5 : 0.  
30 - 15 - 0.

Committee's Minute 13<sup>th</sup> October 1871  
 Character assigned 90 A 1  
A x A P  
Mc TAN

C. Steinhaas



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