



**Workmanship.** Are the butts of plating planed or otherwise fitted? *Numbered 10155 In*  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of? *Yes*  
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Yes*  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*  
 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 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.

Length and Diameter of Lower Masts and Bowsprit *Fore Mast 83 1/2 ft 30 ins dia; Main 82 1/2 ft 30 ins dia; Mizzen 67 ft 8 1/2 ft 23 1/2 ins dia.*  
*Masts and Bowsprit formed of three plates and three Angle Irons. Mast plates 7/16 and 7/8. Bowsprit 3/4 plates. Angle Irons 3/4 x 3 1/8 and 3 x 3 1/8. Laid single riddled and Butts riddled and double riddled. The built-up plates all on the outside. Fore and Main Lower yards. and Fore and Main lower topmast yards of screw plates 5/16 in low yards. and 7/16 to 3/8 in break yards. Each yard formed of three plates and three angle irons 3 x 2 1/2 x 7/16. Laid single and butts double and riddled.*

No.	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.	Test as per Certificate.	W'ght req'd per Rule.	at req'd Rule.	
	19712												
	SAILS.												
	Fore Sails,	Chain	150	17/8	86 1/2 tons	17/8	63 1/2 tons	66	3 1/2 x 3 x 26	32.8.0.0	34.0.0	3 1/2 tons	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)	150	17/8	86 1/2 tons	17/8	63 1/2 tons	Bowers	6 1/2 x 3 x 22	32.7.0.0	34.0.0	3 1/2 tons	
	Fore Topmast Stay Sails,	Hampton Stream	90	1	-	-	-	(State Machine where Tested, and name of Superintendent.)	29	29.0.18	28.0.0.0	28.3.27	27 tons
	Main Sails,	Hawser	90	13	-	-	-	Stream	522 x 13 x 2 x 17	-	13.2.0	-	
	Main Top Sails,	Towlines	90	9	-	-	-		4506	6 x 3 x 3	Including Stock	3.0	
		Warp	90	7	-	-	-	Kedges	5358	3 x 1 x 1 1/2		3.1.0	
		All of good quality.	90	5	-	-	-						

Her Standing and Running Rigging *Vice and Stump* sufficient in size and *Good* in quality. She has *one* Long Boat and *three* others. The present state of the Windlass is *Good* Capstans *Good* and Rudder *Efficiently*. Pumps *Efficiently*.

**Engine Room Skylights.** How constructed? *How secured in ordinary weather?*  
 What arrangements are there for deadlights in such for bad weather?  
**Coal Bunker Openings.** How constructed? *How are lids secured?* *How high above deck?*  
**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. *She is fitted with five ports on each side in addition to three Scuppers.*  
**Cargo Hatchways.** How formed? *Plates and Angle Irons* State size *Fore and after hatches each 7 ft by 7 ft 9 in*  
 If of extraordinary size, state how framed and secured? *The Main Hatchway has one portable transverse beam.*  
 What arrangement for shifting beams? *None excepting the one in Main Hatch above alluded to.*  
**Hatches, themselves, whether strong and efficient?** *Yes.* **Main Hatchways.** State size *19 ft 3 in long by 10 feet wide.*

Order for Special Survey No. *46* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 Date *July 1871* Surveys held 2nd. On the plating during the progress of riveting  
 Order for Ordinary Survey No. *-* while building 3rd. When the beams were in and fastened, and before the decks were laid  
 Date *-* as per 4th. When the ship was complete, and before the plating was finally coated or cemented  
 No. *82* in builder's yard. Section 18. 5th. After the ship was launched and equipped

**General Remarks,** *She has been built and equipped in accordance with the Scantlings and arrangements shown on the accompanying approved Midship Section. and with the Rules for 100 A. I. Class, under Special Survey, excepting the fitting of a double angle Iron Strip between the Main and Lower deck beams. which part of the Rule the Committee relaxed by the Secretary's letter of the 20th July last. in consideration of the Builder's offering. with the concurrence of the Owners. to treble the Butts of outside strakes of plating. also those of the lower deck Strakes - plate for one-fourth the vessel's length amidships, which have been carried out. The Main-deck Strakes - plate is of the width required. where diagonal tie plates are dispensed with, notwithstanding which she is fitted with a pair of Iron diagonal tie-plates on the upper and lower Deck-beams abreast of each Mast. She has also extra sized Floor-plates Main and Lower Deck beams, Keel, &c.*

*The materials and workmanship in this vessel are of a very superior description, and she is well and efficiently cemented in the Bottom. which is carried more than usually high up the Sides.*

In what manner are the surfaces preserved from oxidation? *Inside by painting. Outside by painting.*  
 I am of opinion this Vessel should be Classed *100. A. I.*

The amount of the Entry Fee ..... £ 5 : 0 : 0 is received by me,  
 Special ..... £ 58 : 8 : 0  
 Certificate .... *Gratis* : -  
 (Travelling Expenses)  
 (if any) £ *-*

Committee's Minute *May 23 1872*  
 Character assigned *100 A. I.*  
*Mr. W. M. C.*  
*Mr. J. D. L.*  
 I concur in the opinion that this vessel should be classed *100 A. I.*  
*J. D. L.*  
 Lloyd's Register Foundation