





**Workmanship.**

Are the butts of plating planed or otherwise fitted? Planed

11599. Jan

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  
 Are the fillings between the ribs and plates solid single pieces? Solid in one length  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Full through  
 Do any rivets break into or through the seams or butts of the plating? A few in butts

Masts, Bowsprit, Yards, &c., are of Pine in Good condition, and sufficient in size and length. If of Iron or Steel give 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 Fore mast 64 ft Diameter 17 in Main Mast 61 ft Dia 16 in

**NUMBER for EQUIPMENT** 11291

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	240	1 1/4	28.2-00	1 1/4	28.2-00	Bowers	3	13-2-0	15-5-3-21	13-2-0	15-3-0-0
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)						(Machine where Tested, date, and name of Superintendent.)					
	Fore Topmast Stay Sails	Hempen Stream	60	3/16				Stream	1	6-0-21		6-0-0	
	Main Sails,	Hawser	80	6				Kedges	2	3-0-21		3-0-0	
	Main Top Sails,	Towlines	80	1 1/2									
	and	Warp	160	1 1/2									
		quality	80	4									

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Three Long Boat and Good

The Windlass is Good Capstan Good Rudder Good Pumps Two of which good

Engine Room Skylights.—How constructed? 3 in. Pine 1/4 in. being to top of bridge How secured in ordinary weather? Bulls eyes

Coal Bunker Openings.—How constructed? Iron bonings How are lids secured? Bars & bolts Height above deck? 10 inches

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & scuppers

Cargo Hatchways.—How formed? 7/16 Plate

State-size Main Hatch 22x10 feet Bonings 3 in Fore hatch 7 ft 4 in x 10 ft Bonings 3 in Quarter hatch 18 ft 6 in x 10 ft Bonings 20 inches

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? 7/16 plate in centre the whole depth of bonings

Hatches, If strong and efficient? Strong & efficient

Order for Special Survey No. 440 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey  
 Date 3<sup>rd</sup> June 1873 Surveys held 2nd. On the plating during the progress of riveting Seen in all stages during build  
 Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid Date of Survey Jan 10, Feb 6  
 Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented March 3, April 3-22-20  
 No. 33 in builder's yard. Section 18. 5th. After the ship was launched and equipped May 1-19 June 18-30

**General Remarks,** Has a raised Quarter deck frames all to the top height. Beams built 6 1/2 x 9 1/2 Double angles top edges 2 1/2 x 2 1/2 x 5/16. Stringer plates on and 2 1/2 x 5/16 Angles on so. 1 1/2 x 5/16. Tie plates 8 1/2 x 5/16. Diagonal so. 1 1/2 x 5/16. Plating 7/16 at break tapered to 6/16 x 5/16. Deck 3 in. Pine. Forecastle frames all to the top height. Beams single angle 4 x 3 x 5/16 three of them built 7 x 4 1/2 Double angles on top edges 2 1/2 x 2 1/2 x 5/16. Stringer plates on and 1 7/8 x 5/16. Angles on so. 3 x 3 x 5/16. Tie plates 7 1/2 x 5/16. Plating 5/16. Decks 3 in. Pine. Water Way 10 x 4. Fitted with water ballast tanks frames out connection made with Pine plates. Side plates 6/16 angles on so. 3 1/2 x 3 1/2 x 5/16. Web plates 6/16 angles on so. 2 1/2 x 2 1/2 x 5/16. top plating 5/16. Additional strengthening at break of Raised deck. Sheerstrakes doubled for 20 ft. with 7/16 plate, butts of side plating treble riveted in neighbourhood of break. butts 1/6 thicker than the plates. Main deck stringer plates extend to frame spaces abays break. Raised deck so. 4 frame spaces before, connected by vertical plates 6/16 x 6/16. D. angles top & bottom edges 3 1/2 x 3 1/2 x 5/16. Hold beam stringers overlap 16 ft. Iron main deck fitted over Engine & boiler space 5/16 plate length 46 ft. Two semicircular beams fitted in fore hold & two in after hold, built plates 7 x 7/16 single angles on top edges 3 x 3 x 5/16. Plated over on top with 6/16 plates, 28 feet 66 feet 6 in.

State if one, two or three decked vessel, or if open or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Plat cemented with Portland cement Outside other parts with 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,

Special ... £ 31 : 11 : 0  
 Certificate ...

(Travelling Expenses)  
 (if any) £ 5-0-0

Committee's Minute 11<sup>th</sup> July 1873

Character assigned 90 A1

This vessel appears to be eligible to Class as recommended

90 A1

Lloyd's Register Foundation