

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable
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? yes
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? yes
Do any rivets break into or through the seams or butts of the plating? Very few and in butts only.

Masts, Bowsprit, Yards, &c., are 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 Main Mast. Diameter of Iron. Extreme Lengths 88' 4" 81' 31" 81' 31"
Iron plates in the round 8 1/8 to 1/16. Mizen 7 1/8 to 1/16. Edges double Butts Tied -
Bowsprit 41' x 31" Iron plates in round 7 1/8 to 1/16. double at bedding edges double
and butts tied -

14759 Iron

NUMBER for EQUIPMENT 20574					Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	Chain	270	178	63 1/4	270 178	63 1/4		Bowers		34.1.8	31 7/8	34	31 1/2
	Fore Sails,						88.55	10m			3	34.0.26	31 7/8	34	31 1/2
	Fore Top Sails,											29.1.2	27 1/4	28.3.17	27 1/2
	Fore Topmast Stay Sails														
		Strm Cbl		90	1		90.1								
	Main Sails,	Hawser ...		90	10		90.10"								
	Main Top Sails,	Towlines ...		90	6		90.6"								
		Warp ...		90	4 1/2	3 1/4									
	and	quality	good	120	4	1 1/2	120	4	1 1/2						

Order for Special Survey No. 1886
Date Augt. 28/94
Order for Ordinary Survey No. 1887
Date Sept. 1/94
No. 1888 is builder's yard.
DATES of Surveys held while building as per Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought } 1874. October 16. 19. 21. 26. 29. November 3. 6. 10. 13
2nd. On the plating during the process of riveting } 17. 20. 23. 28. December. 1. 5. 9. 11. 15. 18. 22. 26. 29. 31.
3rd. When the beams were in and fastened, and before the decks were laid.... } 1875. January 13. 15. 21. 26. 29. February 2. 6. 9. 12. 16. 19
4th. When the ship was complete, and before the plating was finally coated or cemented.. } 22. 27. March 2. 5. 9. 12. 16. 20. 27. 30. April 2. 6. 9
5th. After the ship was launched and equipped. } 13. 16. 20. 23. 28. May 4. 7. 10. 15. 17. 21. 24. 27. June. 1. 4. 8. 11
15. 18. 21. 24. 28. July 2 and 7.

General Remarks (State quality of workmanship, &c.)

Fore Main yards 82 feet x 20 in 2 plates in the round 4 1/8 to 3/16. Iron seams zigzag Butts.
Belts. Lower Laprail 6 1/2 x 16" ditto 5/16 - 3/16. 3 tiebe and double -
Cross back yard 66 x 16" ditto. 5/16 - 3/16 3

This is a sister vessel to ship "Airlie" and "Camperdowns" Glasgow Report.
No. 4010 and 4039 - Is well built and in accordance with approved
midship section attached to Report No. 4010.

"Airlie" No 14194
Iron 1300h 68

State if one, two, or three, decked vessel, or if spar, or running deck; and the lengths of poop, forecabin, to main quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement in bottom Paint above Outside Paint

I am of opinion this Vessel should be Classed 100 A. 1.

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

Special ... £ 62 : 12 : 6 July 7th 1875

Certificate ... Gratis

(Travelling Expenses, if any, £ —)

Committee's Minute 9th July 1875

Character assigned 100 A. 1.

This vessel appears
eligible to be classed
100 A. 1 as recommended
excepting that there is a slight
error in the testing of the
lower anchor, which is stated to
be 27 1/2 tons instead of 28 7/8 tons
25 tons