
Workmanship. Are the butts of plating planed or otherwise fitted? Planed & true
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? A few at corners of butts

Masts, Bowsprit, Yards, &c., are Not 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

Foremast - 77' x 30" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.
Main Mast - 79' 3" x 30" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.
Mizen Mast - 73' 10" x 24" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.
Foremast - 77' x 30" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.
Main Mast - 79' 3" x 30" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.
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Mizen Mast - 73' 10" x 24" 4 plates in sections 7/8 thick. Butts part-trills riveted. The rest - rivet the edges double rivet.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	SAILS.						Bowers	7	29.3.0	20.10.2	30	20.10.2
	Fore Sails,	136	1 1/8	18.3.2	270 1 1/8 550 770		Stream	7	29.1.17	20.4.7	30	20.4.7
	Fore Top Sails,	134 3/4	1 1/8	18.3.2					27.0.10	26.19.1	25.2	26.19.1
	Fore Topmast Stay Sails	90	1 1/8	18.3.2					12.0.0		12	
	Main Sails,								6.0.10		6	
	Main Top Sails,								3.0.6		3	
	and											

Standing and Running Rigging True and heavy sufficient in size and good in quality. She has 4 life-long Boat and 2 others

The Windlass is Capstan Capstan Good and Rudder Good Pumps Good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? 3 scuppers 3 feet and 2 more 1 foot in each side

Cargo Hatchways. - How formed? Iron Comings

State size Main Hatch 14' x 10' Forehatch 6' x 5' Quarterhatch 6' x 5'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? An arched shifting beam of hull and angle iron in front

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>100</u>	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	<u>1075, 6th 18, 25 Nov 14 & 11, 15, 22, 26, 29 Dec 2, 7, 9, 12, 16, 20</u>
Date <u>Aug 20 1875</u>		2nd. On the plating during the process of riveting	<u>23, 27 Jan 13, 17, 20, 21, 24, 27, 31 Feb 5, 8, 11, 23, 26 Mar 2, 6, 9</u>
Order for Ordinary Survey No. <u>100</u>		3rd. When the beams were in and fastened, and before the decks were laid...	<u>12, 20, 27 Apr 3, 6, 13, 17, 20, 27 May 1, 4, 8, 11, 18, 22, 26, 1076</u>
Date <u>1076</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <u>100</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) The Workmanship is good. She is built in accordance with the accompanying approved midships section. The T hull iron, referred to in my letters of 24th and 27th Sept and in the Secretary's letters of 24th and 28th Sept which hull iron the builders had been informed could not be altered to the required thickness. It was found to be exactly of this thickness. The additional breadth of the plate was therefore not given. Upon measuring this vessel per rule, she was found to exceed the length given in the section. The breadth and depth also were rather exceeded - but not to interfere with the numbers upon which she was built.

Through a long and still existing strike of the riveters, the shell riveting was done by Apprentices and such other help as could be obtained. The work is sound. Slightly rough on the outside. It will be observed that the heaviest lower anchor is 20th less than the rules require to be set - are heavier and the collective weight in excess.

State if one, two, or three, decked vessel, or if open, orawning decked; and the lengths of fore forecastle, 62.9 raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed + 100 A1

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

Special ... £ 51 : : : Collyer 1st 1876

Certificate ... British

(Travelling Expenses, if any, £ 8.8.0.)

Committee's Minute 2nd June 1876

Character assigned 100A

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