



**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*  
 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 only* 20821 *Prn*

Masts, Bowsprit, Yards, &c., are *all* 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 and Main masts of Iron. The other spars of Pitch pine and red Pine. Samples of the mast plates were tested by Hot and cold tests and found to be of good quality. Rigged as per tracing attached. Thickness of plates 7/16 & 1/2 inches double riveted. Butts both 5/16 & 1/2*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.		N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
								Bowers	Stream					
		Chain	270	1 1/2	59 1/8	270 - 1 1/2	59 1/8	1	32.2.7	30.10.3.20	32.0.0	30 1/2		
	Fore Sails,	Tested at the R.W.C.P.I. by J. Hartness Sept. 21/77			52 3/4		82 3/4	1	30.2.0	29.0.0	32.0.0	30 1/2		
	Fore Top Sails,	Sept. 21/77			52 3/4		82 3/4	1	28.2.21	27.12.17	27.1.0	26 3/4		
	Fore Topmast Stay Sails	Chain	90	1 1/8	22 3/4	90 - 1 1/8	22 3/4							
	Main Sails,	Hmpn Strm Cbl	100	9	34 1/8									
	Main Top Sails,	Hawser	110	12										
		Towlines	90	5										
		Warp	90	5										
		quality	90	5										

Standing and Running Rigging *hairs & hemp* sufficient in size and *good* in quality. She has *2* *Light* Boat Sails *3* others  
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *Metal & good*

Engine Room Skylights.—How constructed? *of wood on Bridge House* How secured in ordinary weather? *with blumby screws*

What arrangements for deadlights in bad weather? *Leak Bladders and thick circular glass*

Coal Bunker Openings.—How constructed? *of iron* How are lids secured? *Solid hatches & Taraulins* Height above deck? *18 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 Ports and 5 Scuppers on each side*

Cargo Hatchways.—How formed? *Iron plate comings and Headledges*

State size *Main Hatch 24' x 10' x 36 in high* Forehatch *10' x 7' x 36 in high* Quarterhatches *18' x 10' & 12' x 10' x 36 in high*

If of extraordinary size, state how framed and secured? *Shifting webs in large Hatchways*

What arrangement for shifting beams? *Shifting webs in large Hatchways*

Hatches, If strong and efficient? *Yes*

For Special Survey No. *2687* Date *14 February 1877*

For Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_

in 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 *Built under sd and Surveyed 1877 April 10 13 19 24 26 May*

2nd. On the plating during the process of riveting *15 17 22 23 25 29 30 June 4 5 6 7 12 15 20 26 27 July 5 7 11 16 19 20 24 25 27 28 30*

3rd. When the beams were in and fastened, and before the decks were laid *August 2 7 16 21 23 24 27 31 Sep 15 17 11 13 20 26 28 October 1 3 5 7 10 15*

4th. When the ship was complete, and before the plating was finally coated or cemented *27 30 31 Nov 1 3 5 8 7 9 8 March 12 28 29 Apr*

5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *The workmanship is of good quality throughout*

*in 1877 has been built in general conformity with the Rules for 1876 and 77 and in accordance with the Machinery Section and the other tracings attached with a view to class 100 A1. This vessel was visited by the Committee when on their tour in 1877 and the compensation required for cutting the Main Deck and reducing the Hold stringers in tray of the Boiler space has been carried out as approved and shown the drawings relating thereto. The tank in the Forehold is built on the McAlister principle and in the Afterhold the cross frames are cut and compensated for by doubling the frames as required by the Rules.*

*The Ballast tanks tested to a head of water the height of the upper deck & proved very satisfactory*

*34' 41' 168'*

Paint? Inside *Portland Cement to upper turn of* Outside *3 Coats of paint*

*100 A1. Bilge & paint above*

is received by me, *H.W.* 2: 5 11 May 1877

14th May 1878.

*Wm. B. D. 3/5*

Old & Co. Great B.

*James Selwin*  
 This vessel appears eligible to be classed 100 A1  
 recommended  
 3 1/2 tons Iron Deck  
 Lloyd's Register  
 1878