

Workmanship. Are the butts of plating planed or otherwise fitted? Hammered
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? No 21615 Jm

Masts, Bowsprit, Yards, &c., are The original masts & yards 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 Original masts and rig

A new chain cables and one 34 cwt anchor supplied in compliance with
the decision of the committee see Secretary's letter of 18th July 1878.

NUMBER for EQUIPMENT 20,393		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
the full end. Nail and some spare cable	SAILS.											
	Fore Sails,	Chain ...	135 1/2	1 1/16	63 5/20	270-1 1/16	Bowers ...	1	34-0-4	31-14-0-0	34 cwt	31 1/2
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135 1/2	1 1/16				1	33-0-24	already on	33	
	Fore Topmast Stay Sails	Slaps proving house Chester						1	30-2-24	proving house	30	
	Main Sails,	Strm Cbl	90	1 1/16	original chain	75-1						
	Main Top Sails,	Hawser ...	90	1 1/2	hemp	90-10						
Standing and Running Rigging <u>Three hemp</u>		Towlines ...	90	8	hemp	90-10	Stream ...	1	12-1-0	original	13 1/2	Includin
The Windlass is <u>Three good</u>		Warp ...	90	7		90-6	Kedges ...	1	6-3-0	anchors	6 3/4	Stocks
		quality <u>good</u>	90									

Standing and Running Rigging Three hemp sufficient in size and good in quality. She has five Long Boat and good
The Windlass is Three good Capstan 6 good and Rudder good Pumps good

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? How are lids secured? Height above deck? How are lids secured?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck? How are lids secured?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Freeing ports on each side
in addition to scuppers

Cargo Hatchways. How formed? Plates and angles

State size Main Hatch 16' 9" x 9' 0" Forehatch 6' 6" x 6' 0" Quarterhatch

If of extraordinary size, state how framed and secured? How are lids secured?

What arrangement for shifting beams? a deep iron shifting beam and oak fore & afters.

Hatches, If strong and efficient? Yes

Order for Special Survey No.	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
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...
No. in builder's yard.		5th. After the ship was launched and equipped

General Remarks, (State quality of workmanship &c.) Workmanship and Materials good.

This ship has been lengthened 29' 9", and the added portion constructed in accordance with the original midship section, a copy of which was submitted and approved see Secretary's letter of the 10th April last, with the exception of the upper deck stringer which is increased in width by 12 inches for 1/2 the vessel's length. The whole of the close ceiling was lifted and battens taken down and all the iron work inside chipped and scraped, the floors &c below close ceiling coated with cement wash, above with paint. Cement repaired where necessary and the ceiling relaid, defective hatches and planks being renewed. Upper and Main decks caulked. The vessel was lengthened on a patent ship, the whole outer surface of shell plating chipped and scraped from keel to gunwale. Fore peak and the compartments abaft the after bulkhead thoroughly cleaned and painted and the lower parts filled in with cement to the throat of the floors. Gutter on upper deck chipped and cemented. Main topmast and several lighter spars renewed and the main stays and lanyards renewed and the rigging and sails thoroughly overhauled. Rudder unshipped and bushed and the steering gear overhauled. And the Rules fully complied with. This vessel is now in good condition and is fit to carry dry and perishable cargoes to and from all parts of the world and in my opinion merits the favorable consideration of the Committee to remain as originally classed Reg. A.1. And for S.S. N.3. to be recorded in the Register Book.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement below ceiling paint above Outside paint

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

The amount of the Entry Fee ... £ 3 : : is received by me,

Special ... £ 15 : 15 : 0 21 August 1878

Certificate ... : 5 : 0

(Travelling Expenses) Second surveyor £3.3.0

(if any) £ 5 Sept 1878

Committee's Minute 100A

Character assigned lengthened

S.S. N.3-J.P. 8/9/78

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J.M. Scullard

Robert M Beath

Second Surveyor

Lloyd's Register

Foundation