

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 and Main masts of Iron 75 feet 22" and 71 feet 21"*
Iron plates in the round 6/16 to 5/16. Edges zig zag and Butts double Riveted. Plates of Portland Cemented as per rules - (all other spars good)

NUMBER for EQUIPMENT		20-489	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprtd.
SAILS.		CABLES, &c.											
N ^o .		Chain	270	1 1/16	51 1/4-71 3/4	270 1 1/16	Retheston	Bower Anchors	3	28.0.13	27 1/2	27 3/4	Retheston
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
	Fore Sails,	Iron Str'm Chain	75	1 1/16	20 1/2-30 1/2	75 1 1/16	A. J. Dennis			27.2.24	26 15/16	27 3/4	A. J. Dennis
	Fore Top Sails,	Ditto do.								24.0.27	24 1/16	23 1/2	
	Fore Topmast Stay Sails,	Hmpn Strm Cbl	90	9 1/2		90.11		Stream	1	8.2.20	10 17/32	8 3/4	Retheston
	Main Sails,	Hawser ...	90	7"		90.10 1/2		Kedge	2	4.2.11	7	4 1/2	6 7/32
	Main Top Sails,	Towlines ...	90	16"		90.6 1/2		Ditto		2.1.26	5	2 1/4	4 15/32
	and	Warp ...	90	4"									A. J. Dennis
		quality	100	4"									

Standing and Running Rigging *None* sufficient in size and *good* in quality. She has *one* ~~Boat~~ *Life* Boat and *two* others.
The Windlass is *Harfield's patent* Capstan *two* *good* and Rudder *good* Pumps *four*. *Two* inch copper chain
Engine Room Skylights. How constructed? *Iron coming in Bulge*. How secured in ordinary weather? *Booted down*
What arrangements for deadlights in bad weather? *Deadlights in solid bulk heads.*
Coal Bunker Openings. How constructed? *Cast iron* How are lids secured? *Locking lids* Height above deck? *2 ins*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Four square ports on each side*

Cargo Hatchways. How formed? *Iron coming in*
State size Main Hatch *23.11 x 11.0 1/2* Forehatch *11.0 x 8.0* Quarterhatch *16.0 x 11.0*
If of extraordinary size, state how framed and secured? *Iron deck thickened at Hatch*
What arrangement for shifting beams? *Web plates full depth to large hatches.*
Hatches, If strong and efficient? *yes (solid)*

Order for Special Survey No. <i>1411</i>	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	1879. June 5. 9. 20. 24. 27. July 2. 4. 8. 11. 16. 29
Date <i>June 12/79</i>		2nd. On the plating during the process of riveting	August. 4. 12. 15. 18. 21. 26. 28. September. 1. 18. 21
Order for Ordinary Survey No. <i>238</i>		3rd. When the beams were in and fastened, and before the decks were laid....	25. 29. October 2. 7. 11. 14. 18. and 22 - (1879)
Date <i>June 12/79</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>238</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The main deck is plated over from stem for a length of 175 feet. from thence tapering 12 ft. into stringer plates. (The after part of vessel being decked with wood.)*

Also been constructed in accordance with approved Midship and Longitudinal sections herewith. So well built and worthy in my opinion of the class recommended below.

Bridge enclosure Iron front with one passage. 28.6 trap. side houses. 5.10 x 3.11
Wheel and chart house on Bridge. 13.5 x 11.6 - Engine Room casing jolly 11.36.22

State if ~~one~~, two, or three decked vessel, or if ~~open~~, or ~~awning~~ decked; and the lengths of ~~poop~~, forecabin, or raised quarter deck, and the length of double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *Caulk to doors of paint* Outside *Paint*.
I am of opinion this Vessel should be Classed *100 A.T.* subject to the Committee accepting *Mr. Stedman*
The amount of the Entry Fee ... £ 5 : : : is received by me, *A. J. Dennis*
Special ... £ 5 : 18 : : *1879*
Certificate ... *British*
(Travelling Expenses, if any, £ *✓*).

Committee's Minute 28th October, 1879.
Character assigned *100 A.T.*
Letter to the committee 23/10/79
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears worthy of favorable consideration of the Committee to be classed 100 A.T. as recommended provided a 11" hawser be supplied and return from the present voyage.
James Purdie
28/10/79