

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 26091 *Im*
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 very well*
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.*

Masts, Bowsprit, Yards, &c., are *Good & sound* 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 of iron please see sketch attached (Will be forwarded on Thursday)*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N ^o .	CABLES, &c.	240	1 3/8	51 & 34	240-1 1/2	J. Hartn	Bower Anchors	1	17.0.0	18.5.0.0	16.3.0	J. Hartn
	Chain	R.W.C.P.T. dated 1879										
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintd.)											
Fore Top Sails,	Iron Str'm Chain	60	7/8	20 1/2 & 13 1/2	14/16	J. Hartn	R.W.C.P.T. dated 1879	1	18.2.7	19.10.3.2	16.3.0	J. Hartn
	Ditto do.	R.W.C.P.T. dated 11 Dec. 1879										
Fore Topmast Stay Sails,	Hmpn Strm Cbl	90	8		75-10		Stream	1	5.2.0	7.16.1.0	5.2.0	J. Hartn
	Hawser ...	90	5		90-8		Kedge	1	3.0.0	5.10.0.0	2.3.0	J. Hartn
Main Sails,	Towlines	75	10		90-5		Ditto	1	1.2.7	4.1.2.7	1.2.0	J. Hartn
Main Top Sails, and	Warp ...											
	quality good											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *One* Life Boat and *3* others
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Metal & good*
Engine Room Skylights. How constructed? *of East India Teak* How secured in ordinary weather? *with thumb screws*
What arrangements for deadlights in bad weather? *Parpanlins; Thick glass protected with iron bars*
Coal Bunker Openings. How constructed? *Circular of iron* How are lids secured? *with studs* Height above deck? *7 ins*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers and 3 ports on each side*
Cargo Hatchways. How formed? *Iron plate Comings & Headbeams*
State size Main Hatch *7' 3" x 6' 0" x 24" high* Fore hatch *7' 3" x 6' 0" x 24" high* Quarter hatch *5' 3" x 6' 0" x 24" high*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?
Hatches, If strong and efficient? *2 1/2 Solid Hatches*

Order for Special Survey No. <i>2850</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	<i>Built under S.S. and Surveyed 1879 Sept. 12, 15, 18, 20, 24, 28 Oct. 9, 11, 14, 16, 21, 24, 28 Nov. 1, 4, 6, 8, 11, 13, 15, 18, 20, 25, 27 Dec. 2, 5, 11, 12, 15, 22, 26 Jan. 2, 4, 8, 10, 12, 13, 14, 20, 22, 26 Feb. 7, 13, 17, 20, 23, 24, 26, 27, 28 March</i>
Date <i>20th August/79</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>254</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>20th August/79</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>254</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules and approved tracings. A water-ballast-tank is fitted in the main hold, extending from the foremost Bulkhead of Engine room forward for about 97 feet; the tank sides are connected with bracket-plates inside & outside, on the chequer-plate principle. She has a raised quarter deck about 62.6 in length, & short Monkey fore about 25 ft in length and Bridge deck about 24 feet in length. The Foremast is of iron, the plates of which have been tested and proved satisfactory; The Ballast tanks tested to a head of water above the load draught, and found perfectly watertight and the workmanship throughout the vessel, and also the materials are of a good description. Please see Secretary's letter dated 28 Aug. 11th Nov., 20th Nov. and 24 January 1879*

State if *one, two, or three* decked vessel, or *if open, or running decked*; and the lengths of *poop*, fore-castle, or raised quarter deck, and the length of double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *Portland cement to upper turn* Outside *3 Coats of paint*
I am of opinion this Vessel should be Classed *100A* *I of birches & paint above*
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *H.W.*
Special ... £ 38 : 15 : 0 *9th March 1880*
Certificate *100A*
(Travelling Expenses, if any, £ ...)
Committee's Minute *Friday March, 12th 1880*
Character assigned *100A*
See P. 100A
See Lloyd's Register