

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?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

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 *Three Iron Masts. Fore mast 91 ft long by 32" Dia. Main Mast 92 ft x 32" Diam. Mizzen Mast 83 ft long x 26 1/2" Diam. Formed with 2 plates in the round 8/16 to 6/16 thick (fore & main) 7/16 to 6/16 Mizzen, double & treble laps throughout with single riveted seams, stiffened with four longitudinal bars. Bowsprit 60 ft x 24 in. (Spike bowsprit) plates 7/16 to 6/16.*

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.											
Fore Sails,	Chain (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 15/16	67 5/16	270 g	12 1/2 Feb/85	Bower Anchors	9273	36.2.7	33.10.1.7	36 1/2	12 Feb/85
Fore Top Sails,	Iron Stream Chain	135	1 15/16	94 5/16	1 15/16	14 1/2 Feb/85		9274	36.2.14	33.10.1.7	36 1/2	- 8"
Fore Topmast Stay Sails,	or Steel Wire	75	1 1/16	20 9/16	75.1 1/16	10 1/2 Feb/85		9275	31.0.14	29.9.1.14	31	- 19"
	or Hempen Strm Cable			30 8/16								
Main Sails,	Towline, Hemp	75	4 1/2	Sted wire				18696				Tested at Lipton by C.R. Scott
Main Top Sails,	or Steel Wire	75	3 1/2	Sted wire	90 7/11		Stream Anchor		11.1.21	13.7.2.0	11 1/4	10 Feb/85
and	Hawser	75	3 1/2	Sted wire	90.10 1/2		Kedge	9272	5.2.0	7.1.6.1	5 1/2	12 Feb/85
	Warp	90	6 1/2	Sted wire	90.6 1/2		2nd Kedge	9271	2.3.21	5.10.0.0	2 3/4	11 Feb/85
	quality	91	6 1/4									

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *two* Life Boats and *three* others.

The Windlass is *Iron* Capstan *Iron* and Rudder *Iron* Pumps *Iron*

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? *five Ports on each side, and one scupper.*

Cargo Hatchways.—How formed? *Of plates & angles*

State size Main Hatch *16.0 x 12.0* Forehatch *8.0 x 7.0* Quarterhatch *8.0 x 7.0*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Shifting well in main hatch.*

Hatches, If strong and efficient? *✓*

Order for Special Survey No. <i>814</i>	DATE <i>11 Feb/84</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>11.13.1884</i>
Order for Ordinary Survey No. <i>118</i>	DATE <i>11 Feb/84</i>	2nd. On the plating during the process of riveting	<i>Dec 6 Feb. 27 Mar. 12. 15. 21. 27. Apr. 29 May 2. 6. 10.</i>
No. <i>118</i> in builder's yard.	DATES of Surveys held while building as per Section 18.	3rd. When the beams were in and fastened, and before the decks were laid...	<i>19. 26. 30 June 3. 9. 13. 19. 24. 28. July 1. 9. 16. 21. 26.</i>
		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>Aug. 6. 12. 14. 20. 23. 26. Oct. 9. 14. 17. 22. 23. Nov. 3. 12.</i>
		5th. After the ship was launched and equipped	<i>15. 19. 27 Dec. 8. 30 1885 Jan. 3. 9. 10. 20. Feb. 14. 21. 24. 27. Mar. 2. 5. 7. 11. 13. 16. 17. 25. 27.</i>

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the appended approved tracings of Midship Sections, and in conformity with the rules for the contemplated class. Quarter stanchions are fitted on alternate beams for half the length amidships. She has a Poop 44 ft in length. The workmanship throughout is well executed.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed *+100 A. 1*

The amount of the Entry Fee£ *4 : 0 : 0* is received by me, *J. F. D.*

Special£ *41 : 17 : 0* 1885

(to be sent as per margin), Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *Liverpool May 8th 1885.*

Character assigned *100 A. 1. Record & Cem⁵/85. Lloyd's A. 288.*

J. M. Overby
Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel is to be classed 100 A. 1. provided the Builder is able to furnish the requirements of the Rules which is not clear from the Report.
11/5/85
C.B.

Lloyd's Register Foundation