

Do the edges of the carvel work and c. 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*
to plate, &c., conform well to each other? *Yes*
from the faying surfaces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate
Are the rivet holes well and sufficiently countersunk in the plate and punch
Do any rivets break into or through the seams or butts of the plating? *Only a few*

Masts, Bowsprit, Yards, &c., are *Iron Wood* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
Plotting, 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 Material, in Survey hel
State also Length and Diameter of Lower Masts and Bowsprit *Foremast. Extreme length 92' 9" x 26" dia*
Mainmast 83' 3" x 24" dia. 2 Plates in the round. Seams single
joined. Butts double + double riveted at pin plates.
Material tested as required by the Rules.

Number for Equip- ment 39588	Letter for do. <i>W</i>	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where tested and superintended by Name of Chief Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock. which Anchors are Stockless.	Test per Certificate	Weight req'd per Rule.	Machine where tested and superintended by Name of Chief Maker.
		Number of Certificate.	Fathoms.	Inches.								
		8498.8473	300	2 1/16	76 1/2	107 3/4	300. 2 1/16	28200	53.2.21	44.12.2.0	50.0.0	
		<i>Calicut</i>						28199	46.3.21	40.10.0.0	50.0.0	
		<i>Iron Stream Chain or Steel Wire</i>						28210	42.3.21	37.17.2.0	42.2.0	
		<i>Hempen Stream Cable</i>						<i>Drop Sails</i>	<i>Handspikes</i>	<i>Stub</i>		
		<i>TOWLINE— Hemp or Steel Wire.</i>						<i>Supplies</i>	<i>Stables</i>			
		<i>Hawser</i>						Collective Weights	143.2.7		142.2.0	
		<i>Warp</i>						Stream	206.19	12.1.14	14.4.0.7	12.0.0
								Kedge	205.99	6.1.0	8.10.0.0	6.0.0
								2nd Kedge	195.95	3.0.0	5.10.0.0	3.0.0

Standing and Running Rigging *W. H. + mainmast* sufficient in size and *Good* in quality. She has *2* *Long* Boats and *2* *Others*
The Windlass is *Iron Patent* Capstan *Good* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Iron* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Dead lights*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatch Bars* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *8 Ports each side + Bulwark*
Cargo Hatchways.—How formed? *Plates + Angles* Hatches, If strong and efficient? *Solid*
State size Main Hatch *30 x 14'* Fore hatch *24 x 14'* 2 Quarterhatch *30 x 14' + 26 x 14'*

If of extraordinary size, state how framed and secured.... *Ordinary size* What arrangement for shifting beams? *As per*

Order for Special Survey No. *396* 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date *24th Sept 1889* 2nd. On the plating during the process of riveting
Order for Ordinary Survey No. *1* 3rd. When the beams were in and fastened, and before the decks were laid....
Date *24th* 4th. When the ship was complete, and before the plating was finally coated or cemented..
No. *248* in builder's yard. 5th. After the ship was launched and equipped
State dates of letters respecting this case *20th + 26th Jan, 3rd + 15th Feb, 5th Sept 1889. 3rd Feb 1890.*

General Remarks (State quality of workmanship, &c.)
Built under special Survey in accordance with the Rules + the general arrangement in conformity with the Plans submitted + approved by the Committee + Materials + Workmanship are good.
Double Bottom tested to a head of water equal to the height of the hold line + found satisfactory.
The collision + upper Bulkheads tested + found satisfactory.

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

Particulars for Record in R.B.—Length of Poop *23* ft., R.Q.D. *✓* ft., Bridge Dk., *88* ft., F'castle *38* ft.; No. of Dks. (excluding spar, awn., &c.) *92*
Material of dks. *Iron* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓* No. of tiers of beams (with and without dks. laid) *92*
Official No. *97215* Signal Letters *100 A 1.* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A 1.*
The amount of the Entry Fee£ *5* : is received by me, *R.H.D.*
Special£ *130* : *19: 6* 12. 8 1890

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute
Character assigned *100 A 1 Steel*
2 Dks (Iron) 3 W.B.
+ S.M.C. 8, 90 when
Surveyor to Lloyd's Register of British and Foreign Sh
It is submitted that this V
appears eligible to be Class
100 A 1 (Steel) as recommen
2 Dks (Iron) 3 W.B. beams
Call D.B. (particulars appende
MDR740/35 13/10/90