

Do the edges of the carvel work and 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 plating, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *Only a few.* 328

Masts, Bowsprit, Yards, &c., are *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, and if of Wood, give Scantling, 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, and if stamped with Maker's name. Book.
State also Length and Diameter of Lower Masts and Bowsprit. *See tracing attached hereto.*

Foremast Length 72 feet Diameter at partners 21 x 1/2
Main Mast Length 68 feet Diameter at partners 21 x 1/2

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight, Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Superintendent, also Name of Anchor Maker	Makers made	
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)							
Letter for do.	5	8367	135 1/2	1 1/2	82 1/2	59 1/2	270-1 1/2	18-3-90	12690	40-0-0	135-16-3-14	40-0-0	15-8-90	Patent Stockless made by J. Perle & tested by E. R. Sait and the others by J. Hartness
SAI.LS.		8368	135	1 1/2	82 1/2	59 1/2	270-1 1/2	18-3-90	20538	40-0-0	135-16-3-14	40-0-0	15-8-90	Patent Stockless made by J. Perle & tested by E. R. Sait and the others by J. Hartness
	Fore Sails,	Chain made by John Green, tested by J. Hartness at R.M.P. and												
	Fore Top Sails,	Iron Steam Chain 75 1/2 1 1/2 34 1/2 22 1/2 45 1/2 Callipers as per												
	Fore Topmast Stay Sails,	Hampson Steel Wire Chain made by J. Perle & tested by J.B. Davis.												
	Main Sails,	TOWLINE - 90 4 33 90-12 Steel lasso												
	Main Top Sails, and quality	Hawser 90 12 7 1/2 33 90-9 1/2 certified by												
Warp		90	4 1/2	33	90-12	Steel lasso			27513	10-1-20	12-8-3-0	10-2-0	2-4-90	Patent Stockless made by J. Perle & tested by E. R. Sait and the others by J. Hartness
		90	12 7 1/2	33	90-9 1/2	certified by			27514	5-0-22	7-11-3-14	5-1-0	2-4-90	Patent Stockless made by J. Perle & tested by E. R. Sait and the others by J. Hartness
		90	4 1/2	33	90-7 1/2	brass	Spanding		27515	2-1-20	5-0-0-0	2-2-0	2-4-90	Patent Stockless made by J. Perle & tested by E. R. Sait and the others by J. Hartness

Standing and Running Rigging *G.I. War Manila* sufficient in size and *Good* in quality. She has *Long* Boats and *one* other.

The Windlass is *Emerson Walker* Capstan *4* G-Meches and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron on iron* How secured in ordinary weather? *Hand bars*

What arrangements for deadlights in bad weather? *Iron shutters with bulls eyes*

Coal Bunker Openings. How constructed? *Wrought-iron* How are lids secured? *Hatch bars* Height above deck? *20"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three freeing ports in Well, and four on each side of Quarter deck each 30" x 18" in addition to Scuppers and mousing pipes*

Cargo Hatchways. How formed? *Iron plates and angles in the usual manner* Hatches, If strong and efficient? *2 1/2 for solid*

State size Main Hatch *32-0 x 14-0* Forehatch *12-0 x 12-0* Quarterhatches *28-0 x 14-0 + 12-0 x 12-0*

If of extraordinary size, state how framed and secured... *In way of Main Hatch frames extended to the Bridge* What arrangement for shifting beams? *Efficient*

- Order for Special Survey No. *1449*
Date *26th Dec 1889*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *22* in builder's yard.
State dates of letters respecting this case *12th November (M), 7th & 24th December 1889 (M), 14th January (M), 14th February (M) + 24th April 1890*
- 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
 - 2nd. On the plating during the process of riveting
 - 3rd. When the beams were in and fastened, and before the decks were laid....
 - 4th. When the ship was complete, and before the plating was finally coated or cemented...
 - 5th. After the ship was launched and equipped

First Survey 11th December 1889

Last Survey 2nd February 1891

Total No. of Visits *all pipes, the pipes, were st, screw, ERS, Boilers, ing Pre, option of, ach boil, the square, of each, they fitted, of boile, ter of, ntage of, comper, le diame, est lengt*

General Remarks (State quality of workmanship, &c.)

Built under Special Survey in accordance with the Rules + the general arrangement is conformity with the Plans submitted + approved by the Committee + the Materials + Workmanship are good.

The lower anchors are *H.P. Parker* patent stockless and the cast steel parts of them have been subjected to drop and mechanical tests by Messrs J.G. Lewis and Erastus R. Witt, and the marks on them correspond with the certificates issued by the gentlemen.

This vessel proceeded to Leith on the 17th November to have her machinery fitted and completed. See copy of letter to Leith Surveyors and reply thereto attached hereto.

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

Particulars for Record in R.B. - Length of Poop *26 1/2* ft., R.Q.D. *86* ft., Bridge Dk., *120* ft., F'castle *28 1/2* ft.; No. of Dks. (excluding spar, awn., &c.) *16*

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) *16*

Official No. *98603*; Signal Letters *✓* If double bottom, state particulars on separate form.

Amount of the Entry Fee *£ 5 : 0 : 0* is received by me, *✓*

Special *£ 30 : 0 : 0* *7.2 1891*

(to be sent as per margin). Certificate *✓*

(Travelling Expenses, if any, £ *✓*)

Committee's Minute *✓*

Character assigned *100A 1 Stl*

+ L. M. 2/91 *1 Stl (Iron) webframes*

a.c.p. *well st.*

James Williams
Surveyor to Lloyd's Register of British and Foreign Shipping
This submitted that this vessel is a classed 100A (Stl) as recommended by the Committee and the Register.
See D.B. (particulars attached)
well st.