



# Workmanship.

Are the butts of plating planed or otherwise fitted? *All Butts, & edges of outer shades 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? *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 very few*

Masts, Bowsprit, Yards, &c., are of iron & 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 - 85' 6" by 25 ins diam. Main Mast - 77' 3" by 24 ins diam. Plates 11' 4 1/2 long 1/16 & 1/16 in thickness, seams double rivetted and Butts treble rivetted; doubled at partners with 8/16 plates. Masts of iron Palmers favor.*

NUMBER for EQUIPMENT	SALES.	CABLES, &c.	Pathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
		Chain	270	1 7/8	63 1/4	1 1/16		Bower Anchors	1	35.1.0	32.11.1.0	34.0.0	
		Iron Str'm Chain	90	1 1/8	22 3/4	75.1 1/2			1	35.0.7	32.8.1.21		
		Ditto do.	90	3 1/2	34 1/2				1	29.3.7	28.9.2.21	29.0.0	
		Hmpn Strm Cbl	120	5 1/2		9 1/2		Stream	...	11.0.7	12.18.2.0	10.3.0	
		Hawser	90	11		12		Kedge	...	5.2.14	7.18.1.21	5.2.0	
		Towlines	90	12		8		Ditto	...	2.2.0	5.0.0.0	2.2.0	
		Warp	90	9 1/2									
		Warp	90	7 1/2									

Standing and Running Riggings *Wire & Hemp* sufficient in size and *good* in quality. She has *2* Long Boats and *2* others  
 The Windlass is *good* Capstan and Rudder *good* Pumps *Metal & good*  
 Engine Room Skylights. How constructed? *On Bridge deck* How secured in ordinary weather? *with thumb screws*  
 What arrangements for deadlights in bad weather? *Solid Oak shutters & thick circular glass* Height above deck? *30 ins*  
 Coal Bunker Openings. How constructed? *Plate Hatchway* How are lids secured? *Solid latches* Scuppers each side  
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *9 Ports & 8 scuppers each side*

Cargo Hatchways. How formed? *Iron plate comings & Headledges, 16' 0" x 12' 0" x 16' 0" x 12' 0"*  
 State size Main Hatch *24' 0" x 12' 0"* Forehatch *12' 0" x 12' 0"*  
 If of extraordinary size, state how framed and secured? *Deep web frames as per sketch*  
 What arrangement for shifting beams? *23/4 Solid*

Hatches, If strong and efficient? *23/4 Solid*  
 Order for Special Survey No. *1510*  
 Date *7 Jan'y 1881*  
 Order for Ordinary Survey No. *449*  
 Date *7 Jan'y 1881*  
 No. *449* in builder's yard.

General Remarks (State quality of workmanship, &c.) *This Vessel has been constructed in accordance with the approved tracings, & the rules; on the cellular bottom principle, with double Bottom all fore and aft, a partly enclosed Top-gallant Forecastle 34' 3" in length; An open Bridge 52' 0" in length, and full Poop about 26' 0" in length. The Sheerstrake is quadruple rivetted for 1/2 length amidships, and the upper deck is plated with iron beneath the wood deck; The double bottom has been tested to a Head of water not less than the height of the load-line & proved satisfactory. The workmanship and materials throughout the structure are of a good description.*

State if *one, two, or three* decked vessel, *one* if *open, or sailing* decked; and the lengths of poop, forecastle, *and the length of double, 100 ft*  
 How are the surfaces preserved from oxidation? *Inside Portland cement to upper turn Outside 4 Coats of paint*  
 I am of opinion this Vessel should be Classed *100 A.I. of Rules & paint above*  
 The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *W.E.S.*  
 Special ... £ *48 : - : -* 24<sup>th</sup> Sept 1881  
 Certificate *100 A.I.*

(Travelling Expenses, if any, £ - - -)  
 Committee's Minute  
 Character assigned  
 Tuesday, September, 27<sup>th</sup> 1881.  
*100 A.I.*  
*W.E.S.*  
*James Sibson*  
 Surveyor to Lloyd's Register of British and Foreign Ships  
 It is respectfully sub-  
 mitted that the above  
 vessel is of a good  
 description, and is  
 fitted with 100 A.I. as re-  
 quired by the Rules.  
 Lloyd's Register  
 Foundation