





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? *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*

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *A few at the butts only*

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size, and length. *If of Iron or Steel give scantlings*

State also Length and Diameter of Lower Masts and Bowsprit *Fore 55' in length, 17" in diameter.*

*Main 53' " " " "*  
*Mizen 35' " " " "*

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 and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)					
Letter for do.	8370	212 1/2	15 1/8	31.46 1/2	210.15 1/8	R. M. B. - Hand J. Harbison Lundon 16. 690.	20099	15-1-0	16-11-1-14	15 1/2	R. M. B. - Hand J. Harbison Lundon 16. 690.	
SAILS.	The Chains ranged, carefully examined and measured as per sheet											
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails, and quality											
	Good											
complete and	Iron-Stream-Cable- (or Steel Wire ..)	60	3 1/2	22	60.3 1/2	bedripes						
	Hempen Str'm Cable					7-ster wire	Collective Weights	43-2-21		43 1/2		
	TOWLINE- Hemp or Steel Wire.	90	3 1/2	22	90.3	Lawsers	Stream	5-1-0	7-11-3-14	5 1/2		
	Hawser .....	90	7	-	90.7	produced by	Kedge	2-2-0	5-0-0-0-0	2 1/2		
	Warp.....	90	5	-	90.5	Makers.	2nd Kedge.	1-2-18	4-4-1-14	1 1/2		

Standing and Running Rigging *galvanized* sufficient in size and *good* in quality. She has *two* *Long* Boats and *two* others.

The Windlass is *Blark, Chapman, Capstan* and Rudder and Pumps *Good*

Engine Room Skylights. How constructed? *On canvas 6-10 above* How secured in ordinary weather? *By lashing*

What arrangements for deadlights in bad weather? *The deck with strong half shutters fitted with bull's eyes; and*

Coal Bunker Openings. How constructed? *plates & angles* How are lids secured? *hatch bars* Height above deck? *16 ins*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *open rails & scuppers.*

Cargo Hatchways. How formed? *plates & angles*

Hatches, If strong and efficient? *Yes - solid*

State size Main Hatch *11 ft x 12 ft* Fore hatch *14 ft 8 in x 12 ft 0* Quarter hatch

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

Order for Special Survey No. *36088* Date *30 Oct 89*

Order for Ordinary Survey No. *36089* Date *30 Oct 89*

No. *87* in builder's yard. State dates of letters respecting this case *Augt: 22<sup>nd</sup> Sept: 6<sup>th</sup> 30<sup>th</sup> Oct: 5<sup>th</sup> 7<sup>th</sup> 10<sup>th</sup> 18<sup>th</sup> 28<sup>th</sup> 1889.*

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the Steel "Aroning deck"*

*Screw Steamer "Amur" Sld report No 15446. She has been built in*

*accordance with the approved plans as amended, the Secretary's letters ab-*

*mentioned bearing upon the case, & in general conformity with*

*the Rules for the Class contemplated.*

*The workmanship is good, the steel used in the construction of the*

*vessel has been tested as required by the Rules, and iron rivets*

*have been used throughout.*

*As will be seen from the accompanying freeboard report, No. 15529, the*

*freeboards assigned by the Committee on the 22<sup>nd</sup> August last have been duly*

*marked on the vessel's sides as follows: - To top of wood awning deck, summer*

*8' 1 1/2"; winter, 8' 3"; height of free water line above centre of deck 3 1/2"*

*For particulars of electric lighting please see continuation of report*

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

Particulars for Record in R.B. - Length of Poop *ft.*, R.Q.D. *ft.*, Bridge Dk. *ft.*, Forecastle *ft.*; No. of Dks. (excluding spar, awn, &c.)

Material of dks. *iron* If spar, awn, dk., &c. *awn dk.* Material of spar, awn, dk., &c. *pitch pine*; No. of tiers of beams (with and without dks. laid) *Le*

Official No. *100 A 1*; Signal Letters *And the freeboard is to be recom*

I am of opinion this Vessel should be Classed *100 A 1 "Steel" "Aroning deck"*

The amount of the Entry Fee *3* is received by me, *E. H. O.*

Special *43:12* 20.6 1890 21-6-90 *C. Buchanan - William Park*

(to be sent as per margin). Certificate ... *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Travelling Expenses, if any, £ *It is submitted that this vessel appears eligible*

Committee's Minute *Classed 100 A 1 (Steel) Aroning Dk as recommended*

Character assigned *100 A 1 Steel Aroning Dk*

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*100 A 1 Steel Aroning Dk*



of *Ironclad*  
 "Hull of Ironclad" *Orcus*.

This vessel has been fitted up with the electric light by Messrs Ernest Scott & Co., Glass Works, Newcastle-upon-Tyne on the "single wire" system.

The installation consists of one  $6\frac{1}{2} \times 6$  vertical high speed engine coupled direct to a "Tyne" compound wound dynamo machine the whole being mounted on a massive bed plate fixed in the engine room. The steam driving this engine is taken from the main boiler and also the donkey boiler, and the exhaust is led either into the condenser or into the waste steam pipe. The current from the dynamo is taken to a main slate, hinged switch-board with meter and lamp, and fitted with four double break switches and cutouts, and four cutouts on the sole, there being double cut outs to each circuit. From the switch board the circuits are taken fore and aft as required, and all cables used in the installation consist of rubber and strong braiding and are of specially high insulation, and run in continuous wood casing. There are three switches for the saloon lights, and the arrangement of switches in other parts of the vessel appear to be satisfactory.

The total installation consists of: —  
 Fifty-six - sixteen candle-power incandescent-lamps - fifty being fitted in the vessel for internal illumination:

Two in the mast head lamps, the cables for which are made specially strong;

Two in each side light; and -

In addition to these there are two - five hundred candle-power lamps for lighting during the loading and discharging cargo.

The brackets are of silver plate and bronze of strong design, and the material and workmanship, throughout, appear to be of the best quality and have been submitted to a twelve hours trial.

William Bath.