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N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
One	Fore Sails,	Chain	60	13/16	15 9/10 7 9/10	120-76	R.W.C. Harbourn 76273	Bower Anchors	1	4-2-0	6-17-2-0	4-1-0	R.W.C. Harbourn 18896-3
Full	Fore Top Sail,	Iron Stream Chain	45	7/2	6-3	45-8 1/2	— 7642	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	4-0-2 1/2	6-12-2-0	4-1-0	Kethlam second 257023
Leit	Fore Topmast Stay Sails,	Ditto Ditto											
and		Hempen Strm Cable											
Spare.	Main Sails,	Hawser	60	7 1/2		75-5 1/2		Stream Anchor	1	1-2-0		1-1-0	
		Towlines	70	6				Kedge	1	0-2-0		0-2-0	
	Main Top Sails, and quality good.	Warp	60	4 1/2		90-3		2nd Kedge.					
			60	3	and others.								

Her Masts, Yards, &c., are in efficient condition, and sufficient in size and length.

Her Standing and Running Rigging is efficient sufficient in size and good in quality. She has 2 Long Boats and ✓

The present state of the Windlass is efficient - Capstan - and Rudder efficient Pumps efficient

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Two pairs of freeing ports and wash strake kept up about 5/8 for 3/4 L. round ships.

Cargo Hatchways.—How formed?
very strongly framed by deep Comings and Carlings backed to strong beams Fall thoroughly connected by 4 rot. iron knees. State size 3' H. 5" 5" x 4" 8" in H. as stated below.

If of extraordinary size, state how framed and secured?
By strong shipping beams and strong fore & after.

What arrangement for shifting beams?
Cash iron cleats in Comings of a very strong character.

Hatches, themselves, whether strong and efficient?
yes. Main Hatchways.—State size *28' 4" 7' 9" fore 3rd 7' 0" after —*

Order for Special Survey, No. ✓	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<i>Built under Special Survey from 2nd May/89 to 30th Aug/89 visits 5-</i>
Date ✓		2nd. When the Beams are put in, &c.	
Order for Ordinary Survey, No. ✓		3rd. When completed, and before the plank be painted or payed)	
Date ✓			
No. ✓ in Builder's Yard.			

General Remarks. *Workmanship and materials good.*

This is practically a sister vessel to the "Lord Salisbury" "Lord Churchill": "Lord Beaconsfield" and Lord Nelson; Southampton Report nos 2583, 2717, 2737, and 2831 respectively; they are Class 9A.1. and built for same owners.

The Case is respectfully submitted for the 9A.1. class.

W. L. Linnette

Present condition of Caulking of Bottom good. Deck, good and Waterways Covering board good.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done ✓

I am of opinion this Vessel should be Classed 9 A.1.

The Amount of the Entry Fee .. £ 1 : : : received by me *11/10/89*

Special .. £ 4 : : : *per telf.*

(To be sent as per margin). Certificate .. : : :

Travelling Expenses, if any, £ 1-13-0

Committee's Minute FRIDAY 11 OCT 1889

Character assigned A1 for 9 years

a rcp

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

It is submitted that this vessel appears worthy to be classed 9A.1. as recommended

Lloyd's Register Foundation