

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 full set and spars	Fore Sails,	Chain	45 3/4	7/8	13 1/4 - 9 1/2	165 - 7/8	20292, 20293	Bower Anchors	1	5.3.15	8 1/2	Collected	28440
	Fore Top Sails,	Iron Stream Chain	45 1/2	7/16	4 1/2 - 3 3/4	145 - 7/16	19396	Stream Anchor	1	5.2.25	8 1/2	Weight	28469
	Fore Topmast Stay Sails,	Ditto Ditto								11.2.12		112 cwt	
	Main Sails,	Hempen Strm Cable											
	Main Top Sails, and quality	Hawser	60	10		75 - 6							
		Towlines	70	6 1/2						1	1.2.0	1.2.0	
		Warp	70	5 1/2		90 - 3 1/2							
			60	3						1	0.3.0	0.3.0	

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

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and ✓

The present state of the Windlass is efficient Capstan efficient 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?

2 pres. Freeingports, and bulwark wash Strake kept up about 3/4 for about 1/2 length of vessel

Cargo Hatchways.—How formed strongly framed by teak coming in State size well secured to beams and all floors by coppered by wrought iron work of a most substantial character

If of extraordinary size, state how framed and secured strong shifting beams fitted in stops, also strong fore and afters.

Hatches, themselves, whether strong and efficient? Yes. Main Hatchways.—State size 28-0" x 8-8"

Order for Special Survey, No. <u>✓</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Built under Special Survey</u>
Date <u>✓</u>		2nd. When the Beams are put in, &c.	<u>and examined 6 times from</u>
Order for Ordinary Survey, No. <u>✓</u>		3rd. When completed, and before the plank be painted or payed	<u>18th April/90 to 10th Feb/91</u>
Date <u>✓</u>			

No. ✓ in Builder's Yard.

General Remarks. Workmanship and Materials very good—

This Ketch Barge is a sister vessel to the "Lord Dufferin," "Lord Lansdowne," & "Lord Napier," Southampton Reports No: 2950, 2955 & 3024 respectively, she has been built in accordance with the Rules and the scantlings shown on other side which are rather in excess of those approved for "Arundel Castle" Ketch Barge built by same Builders and of same size as this vessel; please see Southampton Report No. 2781.

I respectfully beg to submit that having regard to the high class materials and extra materials fastenings judiciously employed in this vessel's construction, she be allowed an additional year for the reasons set forth on the report on Sister vessels "Lord Dufferin" & "Lord Napier"

It is therefore submitted this vessel be classed 10A.1 as previously allowed in the similar cases referred to.

9 yrs Table A

1 " Section 34, High Class materials

10

[Handwritten signature]

Present condition of Caulking of Bottom Good Deck, Good and Waterways Covering Board Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No When last done X

I am of opinion this Vessel should be Classed 10A.1 9 & 12 yrs mtl's

The Amount of the Entry Fee£ 1 : 0 : 0 received by me, 210

Special£ 7 : 4 : 0 13/2/91

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

Travelling Expenses, if any, £ 1-2-6

Committee's Minute FEB. 20 FEB 1891

Character assigned 10A.1
9 & 12 yrs. mat.
L. A. J. C. P.

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

It is submitted that this vessel appears eligible to be classed 10 years A.1 as recommended by the 9 years under class 10 years A.1. 1994 12 years material 18/11/91

Certificate to be sent to Southampton