



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* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes* 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 few*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* 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

*Iron Mast 78' x 24 1/2" diam* } Built in 2 plates in the round 1/6" thick, seams double riveted  
*Main 63' x 23"* } butts treble riveted, doubled at heels and partners. Plates tested

Number for Equip-ment Letter for do.	CABLES, &c.		Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate are Stockless.	Wt req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.								
26079	7754	270	59 1/2	270 1/2	Ris. Br. Com	18404	40.1.7	36.0.2.14	32 cent	Richd. Sg. R. Br. Com
					J. Hartness	18405	40.0.6	35.16.3.14		" " Hartness
					Supt.	18403	34.2.23	32.3.3.0		" " Supt.
					do	Smiths	Drop te Certificate	21.1.0		" " Smiths
					Hartshorne	Stockless	produced 25%	22.3.7		" " Hartshorne
						Collective Weights	115.0.7	114.0.7		" " makers
						Stream	10.2.0	11.0.3.0	112.0	Ris. Br. Com
						Kedge	5.1.7	7.14.0.7	5.1.0	J. Hartness
						2nd Kedge	2.2.21	5.5.0.0	2.2.0	Ap. Br. Com

Standing and Running Rigging *True Hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *2* others  
 The Windlass is *Iron Steam* Capstan  and Rudder *iron* Pumps *Copper*.

Engine Room Skylights.—How constructed? *Plate coming 1/4" up* How secured in ordinary weather? *Plate flap 1/4" thick*  
 What arrangements for deadlights in bad weather? *Light*

Coal Bunker Openings.—How constructed? *Plate coming* How are lids secured? *battens & cleats* Height above deck? *30 1/2" x 15"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *In well 2 ports 36" x 22 1/2" & 2 scupper ends 50" x 20" & 30" x 16" & 4" & 30" x 16" & 4" & 30" x 16" & 4"*

Cargo Hatchways.—How formed? *Plate coming No. 1 42" No. 2 27" No. 3 34" 29 1/2" high* Hatches, If strong and efficient? *Yes*  
 State size *No. 1 Hatch 18' x 15' No. 2 24' x 13' 10" No. 3 22' x 14' Quarter Hatch No. 4 24' x 14'*

If of extraordinary size, state how framed and secured... *No. 1 reborn, 3 feet ladders. No. 2 30" x 2 reborn 13 feet ladders.* What arrangement for shifting beams?

Order for Special Survey No. *1312*  
 Date *Oct 10<sup>th</sup> 1888*  
 Order for Ordinary Survey No. *1*  
 Date *1889*  
 No. *302* in builder's yard.  
 State dates of letters respecting this case *Oct 9<sup>th</sup> 1888 Jan 29<sup>th</sup> 1889 M.*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance with the plans approved, and the Rules for Steel vessels. The materials and workmanship are good, and the steel has been tested in accordance with the Rules. Ballast tanks in cellular bottom tested with a head of water 15 deep load line.*

*The freeboard has been marked on the vessel's sides in accordance with the Secy Ltr of Aug 2<sup>nd</sup> 88 assigning a freeboard to the St. Jago No 292 by the same builders, of which this vessel is a duplicate, as follows: From top of iron deck Summer 2' 2", Winter 2' 5 1/2", Allowance for fresh water 5". The freeboard to be recorded in the Register Book.*

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

Particulars for Record in R/B.—Length of Poop *25* ft., R.Q.D. *90* ft., Bridge Dk. *124* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn., &c.) *1*  
 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) *1*  
 Official No. *97365*; Signal Letters *L.G.V.N.*  
 I am of opinion this Vessel should be Classed *+ 100 A 1 Steel*  
 The amount of the Entry Fee .....£ *5* : is received by me, *A.H.D.*  
 Special .....£ *83* : *29<sup>th</sup> 8 1889*

(To be sent as per margin). Certificate ...  
 (Travelling Expenses, if any, £)  
 Committee's Minute  
 Character assigned *A 100 A 1 Steel*  
*OK (iron) web frames*  
*+ S.W.C.*  
*Well deck*  
 Surveyor to Lloyd's Register of British and Foreign Shipping  
*N. M. Williams*  
 It is submitted that this vessel appears eligible to be classed 100. A. 1 (Steel) as recommended in the Rules.  
 "Call D.B. particulars appended"  
 "Well Deck"  
 31/9/89

Reference should be made to any correspondence connected with the case.

To. 4640  
 No. in Surv  
 eg. Book.  
 on the  
 aster D. M  
 engines made at  
 boilers made at  
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