

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*

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

5536 gls

Masts, Bowsprit, Yards, &c., are of *Iron & wood* 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. *Main Mast &*

State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 100.6 by 28 ins. diam. 4 plates in the round 1/2, 1/2, 1/2, 1/2, landings double, butts treble riveted, straps 1/2 thicker than plates, doubled at partners, quality of iron Best Best. "Connell" brand.*

Mizzen Mast of pitch pine 81.9 x 25 diam.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Inches per Rule	Machine where Tested & Supdnt.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Supdnt.
SAILS.												
CABLES, &c.												
N ^o .	Chain	150.3	2 1/2	113 3/4	2 1/2	15 Oct. 81	Bower Anchors	1	41.1.19	36.16.1.0	4 1/2	26 Sep. 81
	Fore Sails,	149.6	2 1/2	113 3/4	2 1/2	15 Oct. 81		1	43.1.22	38.5.0.0	4 1/2	26 Sep. 81
	Fore Top Sails,	90.1	1 1/4	34 3/4	1 3/4	15 Oct. 81		1	43.9.0	36.8.0.4	4 1/2	10 Oct. 81
	Fore Topmast Stay Sails,	120	4 1/2	43	4 1/2	15 Oct. 81		1	38.1.3.5	34.0.2.4	3 3/4	10 Oct. 81
	Hawser ...	90	9		12 or 13		Stream	...	13.0.13	14.17.0.21	12 3/4	15 Oct. 81
	Main Sails,	90	4		12		Kedge	...	9.2.10	8.14.2.0	6 1/2	15 Oct. 81
	Towlines	90	4		8		Ditto	...	3.1.12	2.16.2.7	3 1/4	4 Oct. 81
	Warp ...	90	4		9							
	Main Top Sails,	90	4									
	and 1/2 the Stay Sails	90	4									
	quality	good										

Standing and Running Rigging *is* sufficient in size and *good* in quality. She has *2* Life Boats and *4* others

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good and efficient*

Engine Room Skylights How constructed? *of Oak on Iron Casings* How secured in ordinary weather? *with screw bolts*

What arrangements for deadlights in bad weather? *Carpanulins over gratings*

Coal Bunker Openings.—How constructed? *Chest-iron* How are lids secured? *By nut fast^s* Height above deck? *4 1/2 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Scuppers on each side*

Cargo Hatchways.—How formed? *Iron casings 18 inches above deck*

State size Main Hatch *20.0 x 12.0* Fore hatch *8.0 x 8.0* Quarter hatch *12.0 x 10.0 & 8.0 x 10.0*

If of extraordinary size, state how framed and secured? *The main hatch has a deep web plate fitted in*

What arrangement for shifting beams? *the centre, and the others shifting beams.*

Hatches, If strong and efficient? *yes, solid.*

Order for Special Survey No. <i>149</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Specially surveyed. In 1880. June 22, 30; July 5, 9.</i>
<i>June 1880</i>		2nd. On the plating during the process of riveting	<i>13, 28; Aug. 3, 6, 24, 27, 31; Sept. 3, 6, 17, 22, 28; Oct. 5, 13, 18, 22, 27.</i>
<i>Oct. 1880</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>Nov. 1, 4, 10, 16, 22; Dec. 1, 8, 10, 17, 22, 29; In 1881. Jan. 11, 20.</i>
<i>Dec. 1880</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>25, 27, 29; Feb. 4, 10, 17, 22; March 2, 3, 4, 10, 11, 14, 17, 23, 25; April 1, 4.</i>
No. <i>125</i> in builder's yard.		5th. After the ship was launched and equipped	<i>11, 14, 21, 27; May 3, 6, 10, 12, 19, 27, 31; June 3, 7, 9, 13, 17, 20, 24, 27; July 6, 8, 13, 26.</i>

General Remarks (State quality of workmanship, &c.)

The workmanship is of good quality.

This vessel is built in accordance with the accompanying approved sketch of midship section, and plan of strengthening in Engine and Boiler Space, and plan of pumping arrangement, and in other respects in conformity to the Rules for the contemplated class (100A) for which she is recommended below: Also in accordance with Secretary's letters of 10 April; 5, 2, 12, 17 June 80; 2, 26 Sep 81.

She has an anchor deck 34.0 long, and the following erections, of iron, on the upper deck, viz.—Saloon 46.0 x 32.0; Engine and Boiler casing 68.0 x 15.0. Engineer's room 12.0 x 15.0. Officer's room 13.0 by 15.0, and an Iron wheel house 15.0 x 15.0; she has also a side house amidships on each side 26.0 x 6.0.

She is a three decked vessel, having two complete iron decks.

State if ~~one, two, or three~~ decked vessel, or if open, orawning decked; and the lengths of ~~poop~~, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

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

I am of opinion this Vessel should be Classed *100A 1. 3 dkd rule, 2 Iron dks*

The amount of the Entry Fee ... £ *5* : : is received by me, *Edwards James Surpin*

Special ... £ *110* : *6* : *6* *27/10/ 1881*

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

(Travelling Expenses, if any, £ *7*).

Committee's Minute *Friday, November, 4th 1881.*

Character assigned *100A*

Lloyd's Register Foundation