

Feet.		Inches.		Feet.		Inches.	
Length aloft	183	—	—	Extreme Breadth Outside	32	—	—
IN SHIP.				REQUIRED PER RULE.			
				Depth of Hold			
				Thickness of Plank.			
				70 3			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron, also of Treenails.										Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Knees	Shelf or Clamp	Deck Beam	Waterway ..	Knees	Shelf or Clamp	Nails or Bolts in Flat of Deck	Treenails Inches
Heel-Knee, & Deadw'd abaft	1 3/8	-	1 5/16	Transoms and throats of Hooks	1 3/8	-	1 3/8	1 5/8	-	1 5/8	15	-	15												
Scarphs of Keel, N ^o . 18	1 3/8	-	1 3/16	Arms of Hooks	1 5/8	-	1 5/8	1 5/8	-	1 5/8	15	-	15												
Keelson Bolts through Keel	1 3/8	-	1 3/16	Thro' Bilge & Limber Strakes	1 5/8	-	1 5/8	1 5/8	-	1 5/8	15	-	15												
at each Floor	1 3/8	-	1 3/16	Thickstuff over Double Floors	1 5/8	-	1 5/8	1 5/8	-	1 5/8	15	-	15												
Bolts thro' Heels of Timbers	1 5/16	-	1 5/16	Butt End Bolts	3/4	-	3/4	3/4	-	3/4	15	-	15												
against Deadwood	1 5/16	-	1 5/16	Pintles of the Rudder	3 1/2	-	3 1/2	3 1/2	-	3 1/2	15	-	15												

The — — Frames are all bolted together to the Gunwale.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is White of Windlass is Iron

The Keel ~~is of English Oak~~ The Main Keelson is Cremwood and is free from all defects.

The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of White Oak Deadwood, ^{2 feet from rabbet of hull} White Oak and are well free from all defects.

The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Iron

Planking Inside.—The Limber-strakes and Bilge-strakes are *Married to Greenboard*.
The Ceiling, Lower Hold, and between Decks *Greenboard* Shelf Pieces and Clamps *Greenboard*
Fastenings.—To Hold Beams *Iron Staple Siding Nails, 4 pair of Nails*
1 pair of hanging Nails well rivetted to the beams & through
Deck Beams secured with Iron Staple Siding Nails, 4 pair of
hanging Nails & 3 pair of Staple Nails well rivetted
to the beams & through to Ship side & clenching

Number of Breasthooks Three Pointers sun sequins Crutches Three
Butt End Bolts are Two in the Bottom Two Bolts in each Butt End one which through and clenched.
Bilge and Limber Strakes 11 1/2 bolted through and clenched. Treenails of Oak one made
Thickstuff over Double Floors 11 1/2 bolted through and clenched. General Quality of Workmanship Good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature Asb. 11/11/11 Surveyor's Signature Wm. Lloyd's
ABN 4-0322

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain	300	1 1/2	Bower,	3	23. 1. 15
	Fore Top Sails,	Hempen Stream Cable	80	7/8	Stream,	1	11. 1. 15
	Fore Topmast Stay Sails,	Hawser	90	0			
	Main Sails,	Towlines	90	10			
	Main Top Sails,	Warp	90	5			
	and all new	All of <u>Good</u> quality.	90	4			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has One Long Boat and three others.

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Nov^r 8th 1861.

2nd. When the Beams are put in, &c. June 20th 1862

3rd. { When completed, and before the plank be painted or payed } Aug^t 30th 1862.

This vessel is well built of good & sound material for the twelve years grade, under a permanent water tight roof in accordance with rule Sect 52, Keel brace built 14 ft. She is also fastened with iron nails & yellow metal bolts to the entire exclusion of iron bolts & nails, in accordance with rule Sect 44, for an additional period of two years, she has a round stern, or raised quarter back & of gallopant for cast built in accordance with rule Sect 37, 38 & 41, Twenty pair of diagonal plates fitted & bolted inside the frame timbers 5 in by 3/4 in accordance with rule Sect 39. The bulkheads thick strakes over the short floor head chocks are through the bottom & secured in accordance with the same rule & sect. A pair of sister beams fitted of green heart 12 1/2 by 13 in through bolted in every alternate timber with 1/2 yellow metal, they are secured strakes are horizontally bolted through the keel & each other, the upper deck beams are of white oak built 12 in by 8 in thick by 8 in, with double angle iron. The hold beams of 12 in by 8 in thick by 8 in, with double angle iron on upper & lower edge, plates rivetted on beams of upper deck fore & aft on each side the hatchways 1/2 in by 11/2 in, & brim plates on the ends of beams 3/4 by 2 1/2 in, the waterways of upper & lower deck are bolted down through fillings between each beam into the shelf piece, the floor of deck is secured with with screws & screw bolts with nuts at the under side of deck.

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal felt When last done 10/62.

I am of opinion this Vessel should be Classed 14 A. 1.

The Amount of the Fee.....£ 5 : - is received by me, Wm. W. Hall

Special£ 39 : 14 -

Certificate£ 44 : 14 -

Committee's Minute 20th September 1862

Character assigned Δ 1 for 14 Years 2. 9. 15. 22. 30 - 3. 6. 13. 20. 24. 28 - 11. 15. 18. 25. 30.

Wm. W. Hall 3. 8. 12. 15. 22. 26. 31 - 3. 11. 14. 27.

The Minutes of the Committee of the Registrar of Shipping, being properly satisfied with the foregoing, and being of opinion that the vessel is fit to receive a certificate of registry, and being of opinion that the vessel should be classed as a 14 A. 1.