

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
Do the fillings between the ribs and plates fill in solid with single pieces? Yes or are they in short lengths of various thicknesses? No
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? None

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. They are of Larch or Steel give the 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 Fore mast 64 feet long by 18 inches diameter - Pitch Pine
Main Mast 68 feet long by 17 inches diameter - Pitch Pine

10336 lbs.

1871 Rules

N ^o .	Number for equipment	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Fore Sails,	135 1/2	135	1 1/2	3 1/2 tons	1 1/2	3 1/2 tons	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 tons
		Fore Top Sails,	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Fore Topmast Stay Sails	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Main Sails,	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Main Top Sails,	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Warp	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		All of <u>Good</u> quality.	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Stream	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Hawser	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Towlines	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Stream	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "
		Kedges	135 1/2	135	1 1/2	3 1/2 "	1 1/2	3 1/2 "	20/12/41	3222	14.0.27	15.17.0.0	14.0.27	15 1/2 "

Her Standing and Running Rigging Good sufficient in size and Good in quality. She has Two Life Long Boats and Two others
The present state of the Windlass is Good Capstan 2 Steam Winches and Rudder Common Good Pumps Four Lead Good

Engine Room Skylights.—How constructed? Iron Casings How secured in ordinary weather? Tarparings

What arrangements are there for deadlights in such for bad weather? Wire frames

Coal Bunker Openings.—How constructed? Cast Iron plates How are lids secured? Hasps How high above deck? 2 inches

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? Ports in Bulwarks

Cargo Hatchways.—How formed? Iron Casings State size After Hatch 7 feet 6 inches by 7 feet

If of extraordinary size, state how framed and secured? Shafting Beams of Iron secured with bolts nuts. Two beams in fore & two in Main hatches.

Hatches, themselves, whether strong and efficient? Strong & efficient Main Hatchways.—State size 22 feet by 11 feet fore & main hatches

Order for Special Survey No. 592 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date 1st Nov 1871 Surveys held 2nd. On the plating during the progress of riveting
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 48 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, This vessel has been built under Special Survey as per Order No 592. Is Schooner rigged and has a full forecastle with a raised quarter deck, and house on deck for part of the Crew & Bridge. Is fitted with Water ballast tanks. One in the after hold, and one in the fore hold connected to the bottom or outside plating with Angle Irons riveted up to and extending along in way of the frames which are cut off and supported by double bracket plates one above and the other below the side of the Tank as shown on midship section herewith

25 feet 19 feet 3 inches In fore hold 42 feet
forecastle of raised quarter deck In after hold 5 feet 6 inches
State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement upper part Outside 2 coats of Iron & one coat of Red
of bilges, above three coats of Red & one coat of Black paint White lead paint, & Black paint on topsides

I am of opinion this Vessel should be Classed 100 A1.

The amount of the Entry Fee£ 5 : " : " is received by me,
Special£ 37 : 18 : "
X Certificate " : " : "

(Travelling Expenses)
(if any) £ 1

Committee's Minute 12th July 1872

Character assigned 100 A1

100 A1
paid double bottom
1871 Rules
Lloyd's Register
Foundation