



**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? very few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron 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 of Patch Pine Fore Mast 61 ft by 16 in Main Mast 61 ft by 16 in  
10468 Lm

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS,		No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
							No.	Weight.					
	SALES.												
	Fore Sails,	90	1 1/2	28.10.0.0	1 3/8	28 2/3	12.0.0.0	6079	13.2.7	15.5.0.0	12 c	18 2/3	
	Fore Top Sails,	90	1 1/2	28.10.0.0			12.0.0.0	6077	10.2.0	15.3.3.0	12 c	18 2/3	
	Fore Topmast Stay Sails,	90	1 1/2	28.10.0.0			12.0.0.0	6082	11.2.12	13.10.0.0	12 c	18 2/3	
	Main Sails,	90	2	10.2.2.0									
	Main Top Sails,	90	10										
	and		5										

Her Standing and Running Rigging wired hemp sufficient in size and good in quality. She has one Long Boat and two life boats & one other  
 The present state of the Windlass is efficient Capstan D W and Rudder and Pumps 3 efficient

Engine Room Skylights.—How constructed? Iron Cornings How secured in ordinary weather? Quadrants  
 What arrangements are there for deadlights in such for bad weather? Dead lights fitted

Coal Bunker Openings.—How constructed? Cast lined lids How are lids secured? self locking How high above deck? one inch

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?  
Posts

Cargo Hatchways.—How formed? Iron framed State size \_\_\_\_\_  
 If of extraordinary size, state how framed and secured? Iron framed and 1/2 beams to every frame

What arrangement for shifting beams? Two shifting beams  
 Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 16 ft 6 in by 9 ft

Order for Special Survey No. 584 DATES of  
 Date 3<sup>rd</sup> August 1872 Surveys held  
 Order for Ordinary Survey No. \_\_\_\_\_ while building  
 Date \_\_\_\_\_ as per  
 No. 116 in builder's yard. Section 18.  
 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the progress of riveting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated or cemented  
 5th. After the ship was launched and equipped

**General Remarks,**  
 This is a screw steam vessel with a full Poop and Forecastle she is in length 125 depths and 41.6 depths the frames for 18 feet from the stem are spaced 11 inches apart and in the Main Hold a Ballast tank is fitted for its whole length as shown on midship section the lower Forecastle deck 32 ft long is iron plated with 5/16 plates and riveted to outside skin. She is a strong and well built vessel and the workmanship is well executed

State if one, two or three decked vessel, or if span or running deck, and lengths of poop, forecastle, or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cemented to upper plating of ribs and painted above Outside 4 coats of paint

I am of opinion this Vessel should be Classed 90 A 1

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me,  
 Special .....£ 30 : 0 : 0  
 X Certificate .... - : - : -

(Travelling Expenses)  
 (if any) £ \_\_\_\_\_

Committee's Minute 23<sup>rd</sup> August 1872

Character assigned 90 A 1  
A. C. P.  
et al.

*L. J. M. R. Bouchman*  
 I concur in the recommendation that this vessel is eligible for class 90 A 1  
 Lloyd's Register Foundation