

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 Red Pine

10682 Iron

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	SAILS. 320	105	1 3/8	34 tons	1 1/2	22 1/2	6074 18 3/4	1	16.3.15	10.3.0.0	10.0.0	12 tons
	CABLES, &c. Cham	105	1 3/8	34	1 1/2	22 1/2	6075 18 3/4	1	16.3.8	10.2.2.0	10.0.0	12
	Fore Sails, (State Machine where Tested, and name of Superintendent).						6076 18 3/4	1	14.2.6	7.2.2.0	8.2.0	10 20
	Fore Top Sails, Hempen Stream											
	Fore Topmast Stay Sails, Cable Cham	90	7/8									
	Main Sails, Hawser	120	6									
	Main Top Sails, Towlines	90	8									
	Warp	120	5									
	and others as usual for 1/2 mts											

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has one Long Boat and 3 others

The present state of the Windlass is efficient Capstan efficient and Rudder and Pumps 4 no efficient

Engine Room Skylights.—How constructed? of wood & iron comings How secured in ordinary weather? boarded
 What arrangements are there for deadlights in such for bad weather? expansibles

Coal Bunker Openings.—How constructed? cast iron rim & lid 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?
parts

Cargo Hatchways.—How formed? iron comings State size 6 ft by 7 ft 4 ins

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 7 ft 4 ins by 6 ft

Order for Special Survey No. 285 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey
 Date 18th August 1871 Surveys held 2nd. On the plating during the progress of riveting while building from
 Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid August 1871 to October
 Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented 1872 in all 29 visits
 No. 117 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,
 This vessel is Schooner rigged fitted with a full Poop 52 ft long and a Doggallant Forecastle 32 ft long, and a Bridge home over the Engine Room, is intended to carry Passengers & Cargo for the coasting trade of Australia she is well finished, and the materials and workmanship are of the best description

State if one, two or three decked vessel, or if spar or running decked, and lengths of poop, 52 feet fore-castle, 32 feet or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside cemented in glass with Outside 4 coats of Paint
 I am of opinion this Vessel should be Classed 90A Portland Cement painted with 3 coats of Paint above

The amount of the Entry Fee£ 5- - - is received by me,
 Special£ 22: 6: -
 Certificate - - - -

(Travelling Expenses) (if any) £ ✓

Committee's Minute 29th October 1872

Character assigned 90A

[Handwritten signature and stamp]
 Lloyd's Register Foundation