

Workmanship. Are the butts of plating planed or otherwise fitted? some planed & others hammered.
 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? 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? a 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 Fore 51 ft long by 18 Ins Diameter of Pitch Pine
Main 45 ft " " " " " "
 10842 Iron

No.	Number for equipment	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.
	SAILS.											
2	Fore Sails,	210	15	22.15.0.0	1 1/8	22 1/2	DR 5465	10.2.12	12.10.3.21	10	10	12.20.0
2	Fore Top Sails,						DR 5466	10.0.0.0	12.0.0.0	10	10	12.20.0
2	Fore Topmast Stay Sails	90	4		3/4 or 6/8		DR 5469	8.2.0	10.12.2.0	8	8	10.20.0
1	Main Sails,	40	3/4		6 1/2							
2	Main Top Sails,	90	3		4							
	CABLES, &c.											
	Chain	90	2 1/2									
	Hempen Stream Cable	90	4									
	Hawser	40	3/4									
	Towlines	90	6									
	Warp	90	3									
	Stream	1	4.5.14	6.5.0.0							4 3/4	
	Kedges	1	2.1.0								2 1/4	

and others as usual. All of good quality.
 Her Standing and Running Rigging Wire & Hempen sufficient in size and good in quality. She has one Long Boat and one other
 The present state of the Windlass is patent off Capstan and Rudder and 2 Pumps efficient
Engine Room Skylights.—How constructed? Iron Comings 4 ft deep How secured in ordinary weather? Quadrants
 What arrangements are there for deadlights in such for bad weather? Wooden dead lights
Coal Bunker Openings.—How constructed? Cast Iron rimmed lids How are lids secured? Self locking How high above deck? flush
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?
Two Ports and two mooring pipes on each side
Cargo Hatchways.—How formed? Iron framed State size Fore Hatch 14 ft 6" by 11 ft
 If of extraordinary size, state how framed and secured? Bulk Iron Carlings with Angle Irons & 30 Inch Comings
 What arrangement for shifting beams? Two shifting Beams in main and one in fore hatchway
Hatches, themselves, whether strong and efficient? yes **Main Hatchways.**—State size 22 ft by 12 ft

Order for Special Survey No. 605 DATES of
 Date 10th April 1872 Surveys held
 Order for Ordinary Survey No. — while building
 Date — as per
 No. 1 in builder's yard. Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought Specially surveyed
 2nd. On the plating during the progress of riveting while building from April
 3rd. When the beams were in and fastened, and before the decks were laid to November 1872
 4th. When the ship was complete, and before the plating was finally coated or cemented in all 35 Visits
 5th. After the ship was launched and equipped

General Remarks, This vessel has been built for a screw Collier, is in length 1032 depths, and 5.5 breadths, with a raised Quarter Deck, Top Gallant Fore-castle, and a water ballast Tank fitted in the Fore Peak about 15 ft long.
 The builders of this vessel are a very young firm, and this is the first ship they have built and the work is not of that character and finish, as to entitle her to be distinguished by the special mark and it is strong and sound; very considerable attention was required and has been given for the purpose of securing the class sought.
 In a letter dated 8th August last, we deemed it necessary to intimate to the Builders "that taking into consideration the unsatisfactory work complained of during the construction of this vessel, we hereby intimate to you, that we cannot recommend her for the distinguishing mark as being built under special survey" signed R.R. & H.B.

It will be observed that the intercostal middle line keelson plates are carried above the floors and that an angle iron has been substituted for bulk iron of equal strength.
 A side keelson has been fitted of double angle iron 3x3x 5/16 with a bulk iron 6 1/2 x 7/16 connected to the wash plates, this being in excess of the rules.
 The official number and crew space has not yet been supplied but will be forwarded when it comes to hand.
 State if one, two or three decked vessel, or if spar or awning decked, and lengths of fore-castle or raised quarter deck, of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside cemented in flat & painted Outside painted 3 coats of paint
 I am of opinion this Vessel should be Classed GOA1

The amount of the Entry Fee £ 5 : - : - is received by me,
 Special £ 24 : 11 : -
 Certificate - : - : -
 (Travelling Expenses) (if any) £

Committee's Minute 6th Decr 1872
 Character assigned GOA1
 Lloyd's Register
 E. A. Bouchmann