

No. 9443 Survey held at Newcastle Date 24 Oct/83 to 16 September 84
 on the "Hire-bell" Master Wm Prior
 Tonnage Old - New 249 700 Built at Newcastle When built 1874 Launched 16 Sep 74
 By whom built Hutchinson & Co Owners Hutchinson
 Port belonging to Newcastle Destined Voyage Newcastle
 Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.		Inches.				Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	102		Sided.	Moulded.	Middle.	Ends.		21		5			14		4	
Scantlings of Timber.																
TIMBER AND SPACE																
Floors	English Oak	3 9/16	9 1/2	9 1/2	8 3/4	2 1/2										
1st Foothooks		8 1/2	9	9 1/2	7 1/2											
2nd Ditto		7 1/2	8 1/2	9	7 1/2											
3rd Ditto		6 3/4	7 1/2	8 1/2	6 1/2											
Top Timbers			4 1/2	5 1/2	5											
Deck Beams	N° 21 Average Space 3 ft. 11 in.	8 1/2	8 1/2	7 1/2	8 1/2	8 1/2	7									
Hold Beams	N° 10 Average Space 8 ft.	11	11	9 3/4	11 1/2	11 1/2	9 1/2									
Keel		11	13		10 3/4											
Scarp of Ditto		5 ft. 6 in.			4 ft. 9 in.											
Keelsons		12	12 1/2		11 3/4											
Scarp of Ditto		7	8 1/2		5 ft. 3 in.											

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
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/8	1 1/8	Transoms and throats of Hooks	1 1/8	1 1/8	1 1/8
Scarp of Keel, N° 4	1 3/8	1 3/8	1 3/8	Arms of Hooks	1 3/8	1 3/8	1 3/8
Keelson Bolts through Keel at each Floor	1 5/8	1 5/8	1 5/8	Thro' Bilge & Limber Strakes	1 5/8	1 5/8	1 5/8
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2
	1 7/8	1 7/8	1 7/8	Butt End Bolts	1 1/4	1 1/4	1 1/4
				Pintles of the Rudder	2 3/4	2 3/4	2 3/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 Inches.
 The Floors consist of Baltic Oak The First Foothooks of Baltic Oak
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 3 ft. 10 in. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are about 4 ft.
 The Frame is fairly squared from the First Foothook Heads upwards, and generally from sap, and from thence downwards, the frame is fairly squared.
 The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.
 The Frame is cross-chocked with a Butt at each end of the chock. The Main piece of Rudder is Heart of Windlass is Oak
 The Keel is Oak The Main Keelson is Greenheart and free from all defects.
 The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of Oak edge about and are free from all defects.
 The Deck and Hold Beams of Baltic Oak The Breasthooks of Oak The Knees of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Oak
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Red pine
 From the Light Water Mark to the Wales Oak
 The Wales and Black-strakes are Baltic Oak The Topsides & Sheer-strakes Baltic Oak
 The Spirketting and Plank-sheers Oak The Water-ways { Upper Deck Red pine
 Lower Deck Oak
 The Decks Yellow pine State of good
 The Shifts of the Planking are not less than 5 Feet 4 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought close between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Oak
 The Ceiling, Lower Hold, and between Decks Red pine, Heart of Shelf Pieces and Clamps Baltic Oak
Fastenings.—To Hold Beams Red pine knees all fine and aft and 1 pair of knees between to floor heads.

Deck Beams secured into clamps, Red pine knees all fine and aft and 1 pair of hanging knees.
 Number of Breasthooks 3 Pointers 1 in. Transoms Crutches 2
 Butt End Bolts are of Yellow Metal the Bottom: 2 Bolts in each Butt End through and clenched.
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Oak How Made
 Thickstuff over Double Floors Oak 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 G. C. Hutchinson Surveyor's Signature W. J. ...

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.	Material.		
2	Fore Sails,	Chain <u>Yell. 2 2 3/4 4 1/2</u>	<u>95</u>	1/8	Bower, <u>Yell. 3</u>	<u>12 1/2</u>	<u>C</u>	<u>12. 2. 0</u>
2	Fore Top Sails,	Hempen Stream Cable <u>8 1/2</u>	<u>60</u>	<u>7/8</u>	<u>12 1/2</u>	<u>C</u>	<u>12. 1. 20</u>	
2	Fore Topmast Stay Sails,	Hawser	<u>80</u>	<u>7 1/2</u>	Stream,	<u>C</u>	<u>4. 0. 20</u>	
1	Main Sails,	Towlines	<u>80</u>	<u>5 1/2</u>				
1	Main Top Sails,	Warp	<u>80</u>	<u>5</u>	Kedge,	<u>C</u>	<u>2. 1. 0</u>	
and <u>other requisites</u>		All of <u>new</u> quality.					<u>1. 0. 0</u>	

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has one Long Boat and one Shift

The present state of the Windlass is good Capstan much Rudder Complete Pumps 2 of metal

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 3 built under special

2nd. When the Beams are put in, &c. Survey per order no 422

3rd. { When completed, and before the plank be painted or payed }

The entire through fastenings in this vessel are of Holland metal, to the exclusion of iron except in those parts admitted by Sec 45 of the Rules

G. C. Hutchinson for

I beg to forward herewith Certificates of Test for the Chain cables and anchors, together with a note received from the Builders, which under the circumstances therein set forth, I would respectfully submit for the favorable consideration of the Committee.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
2 Pieces cut out each side

If Sheathed, Doubled, Felted, or Coppered single bottom When last done 5

I am of opinion this Vessel should be Classed GA

The Amount of the Fee.....£ 3 : - : - is received by me,

Special£ 12 : 9 : -

Certificate£ Depos -

Committee's Minute 27th September 1864

Character assigned GA for 9 years

To have reg 1/11/64



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