

No. 9457 Survey held at Blyth Date 24<sup>th</sup> March to 17<sup>th</sup> October 1864  
 on the Sw Sisters Master S. Hurst  
 Tonnage Old Built at Blyth When built 1864 Launched 5<sup>th</sup> Oct 64  
 By whom built Floating Dock Co Owners Darling & Co  
 Port belonging to Blyth Destined Voyage Hamburg  
 If surveyed while Building, Afloat, or in Dry Dock Special building

Length aloft	Feet. 111.4			Inches.			Extreme Breadth Outside	Feet. 27.1			Inches.			Depth of Hold	Feet. 16.4			Inches.		
Scantlings of Timber.	Sided.	IN SHIP.		Sided.	REQUIRED PER RULE.		Outside.	IN SHIP.	Required per Rule.	Inside.	IN SHIP.	Required per Rule.	IN SHIP.	Required per Rule.						
		Middle.	Ends.		Middle.	Ends.														
TIMBER AND SPACE	24			23			Garboard Strakes	3 3/4			Limber Strakes	3 3/4								
Floors	11	11	9 1/2	9 1/2	9 1/2		Garboard to Bilge	3 3/4			Bilge Planks	5 1/2	4	3 1/2						
1st Foothooks	10 1/2	9 1/2	8	8 1/2	8 1/2		Bilge Planks	3 1/4	3		Ceiling in Flat	2 3/4		2 1/2						
2nd Ditto	8 1/2	8	7 1/2	7 1/2			Bilge to Wales	3 1/4			Ditto Bilge to Clamp	2 3/4		2 1/2						
3rd Ditto	8 1/2	7 1/2		7			Wales	4 1/2	4 1/2		Hold Beam Clamps	2 1/2	4	3 1/2						
Top Timbers	7 1/2	6 1/2	5 1/2	4		5	Topsides	3 1/2		3 1/2	Deck Beam Ditto	1 1/2	3	2 3/4						
Deck { No 21 Average Space }	4 feet	9	8 3/4	7 1/4	8 1/2	8 1/2	7 1/4	3 1/2		3 1/2	Ceiling 'twixt Decks	2 1/2		2 1/4						
Deck Beams, length amidships	25 feet						Sheer Strakes	3 1/2		3 1/2	Hold Beam Shelves									
Hold { No 14 Average Space }	8 ft 4 in	11 3/4	11 3/4	9 1/2	11 1/4	11 1/2	9 3/4	3 1/4	3		Deck Beam Ditto			8 1/2 x 7/4						
Hold Beams, length amidships	25 ft 4 in						Water- { Upper Deck	10 x 10 1/2	9											
Keel	12	13		11 1/2	11 1/2		Ways { Lower Deck													
Scarp of Ditto	5 ft 3 in			5 feet			Ditto, faying surface against Timbers	5 1/2	6		40 lb Beam Spiking		4	3 1/2						
Keelsons	12 1/2	14		12 1/2	12 1/2		Upper Deck	3	2 1/2											
Scarp of Ditto	5 ft 7 in			5 feet																
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.																				
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Bolts in	Waterway	Knees	Shelf or Clamp	Deck Beam	Bolts in	Waterway	Knees	Shelf or Clamp	Nails or Bolts in Flat of Deck	Treenails	Inches
Scarp of Keel, No. 8	1 1/2	1 1/2	1 1/2	Arms of Hooks	1		1													
Keelson Bolts through Keel at each Floor	14/16	14/16	14/16	Thro' Bilge & Limber Strakes	14/16		14/16													
Bolts thro' Heels of Timbers against Deadwood	1	1	1	Thickstuff over Double Floors	12/16		12/16													
	13/16	13/16	13/16	Butt End Bolts	12/16		12/16													
				Pintles of the Rudder	2 1/2		2 1/2													

**Planking Outside.**—The Space between the Floor Timbers and Lower Foothooks is 6 $\frac{1}{2}$  Inches. The Space between the Top-Timbers is 4 $\frac{1}{2}$  Inches.

The Floors consist of Baltic & English 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 4 ft 3 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is good

alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

Butts of the Timbers are — close together; their thickness not less than  $\frac{1}{3}$  of the entire moulding at that place.

Frame is cross chocked with solid Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

Keel is Amer Elm The Main Keelson is Greenb & Iron Bark and — free from all defects.

Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of English Oak Deadwood, of Amer Elm, Black Pine & and are — free from all defects.

Deck and Hold Beams of Baltic Oak The Breasthooks of Iron The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is Amer Elm & Baltic Black Pine

the above named Height to the Light Water Mark Baltic Oak & Black Pine

the Light Water Mark to the Wales Baltic Oak & Polish Larch

Wales and Black-strakes are Baltic Oak The Topsides & Sheer-strakes Baltic Oak

Spirkett and Plank-sheers Baltic Oak The Water-ways { Upper Deck Baltic Black Pine & Oak

Decks Yellow pine Lower Deck —

Shifts of the Planking are not less than 5 Feet — 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 three between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Baltic Oak

The Ceiling, Lower Hold, and between Decks Baltic Black Pine & Oak Shelf Pieces and Clamps Baltic Black Pine & Oak

**Fastenings.**—To Hold Beams Iron Staple leading knees, 2 pairs of Iron Hanging knees

and 4 pairs of Iron Knee Ribs extending to lower part of bilge

Deck Beams Dowelled to sheer & waterways dovetailed, forward 4 pairs leading knees & iron

staple leading knees in mast rooms, also 16 pairs of Iron Hanging knees

Number of Breasthooks 5 Pointers one pair Crutches 2

Butts End Bolts are of Yellow metal in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Eng & Baltic Oak How Made Turned

Thickstuff over Double Floors — 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 Floating Dock Co Surveyor's Signature Wm C Harvey

S. Joseph Hodgson



1770

ANCHORS, and their weights. *24 Stock 7 1/2*

and the 12 sails

She has the Long Boat and the Skiff

General Remarks and Statement and Date of Repairs, if any.

**DATES of Surveys**  
 held while building,  
 as per Section 35.

2<sup>nd</sup> July 1862.

— "Was the last time this Vessel  
was seen by me, or before the  
Beams were in. She was then  
nearly planked, inside and outside.  
Samuel Bessing.

~~H Sheathed, Doubled, Felted, or Coppered~~

The Amount of the Fee.....£ *5* : *10* : *0* is received by me,

Certificate .....£      4      :      4      :      3

*Character assigned*