

No. 999 Survey held at Blyth Date 14th Decr 1864 to 15th June 1865
on the Ship "Backworth" Master Thomas Ely
Tonnage under tonnage deck 399 9/8 Built at Blyth When built 1864 Launched 31st May
Ditto of poop or spar deck By whom built Floating Dock Owners Darling & Co
Total tonnage 399 9/8 Port belonging to Blyth Destined Voyage Mediterranean
Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	103	8	24	1	1	15	4	1/2	Three
Scantlings of Timber.									
TIMBER AND SPACE	24	24	Outside Plank.						
Floors	13 1/2	11 1/2	10 1/2	9 1/2	10 1/2	Dimensions of Ship per Register,			
1 st Foothooks	10 1/2	9 1/2	9 1/2	8 1/2	9 1/2	length <u>113</u> breadth <u>24</u> depth <u>14 1/2</u>			
2 nd Ditto	9 1/2	9	8 1/2	8	9 1/2	Inside Plank.			
3 rd Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	In Ship. Inches. Required per Rule.			
Top Timbers	2 1/2	3 1/2	4 1/2	5 1/2	6 1/2	Limber Strakes ...			
Deck { No. 22	4	4	4	4	4	Bilge Planks			
Beams {	9 1/2	8 1/2	7 1/2	6 1/2	5 1/2	Ceiling in Flat			
Deck Beams, length amidships	34	34	34	34	34	Ditto Bilge to Clamp			
Hold { No. 15	4	4	4	4	4	Hold Beam Clamps ..			
Beams {	12	12	10	11 1/2	11 1/2	Deck Beam Ditto ..			
Hold Beams, length amidships	25	25	25	25	25	Ceiling 'twixt Decks			
Keel	12	14	11 1/2	11 1/2	9 1/2	Hold Beam Shelves ..			
Scarp of Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Deck Beam Ditto ..			
Keelsons	12 1/2	14	12 1/2	12 1/2	12 1/2				
Scarp of Ditto	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2				

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	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam	Waterway ..	1 1/2	1 1/2
Scarp of Keel, No. 4	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	Bolts in	Knees	1 1/2	1 1/2
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	Deck Beam	Waterway ..	1 1/2	1 1/2
at each Floor	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Bolts in	Knees	1 1/2	1 1/2
Bolts thro' Heels of Timbers	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2		Shelf or Clamp	1 1/2	1 1/2
against Deadwood	1 1/2	1 1/2	Pintles of the Rudder	1 1/2	1 1/2	Nails or Bolts in Flat of Deck			
						Treenails	Inches	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of Baltic Oak The First Foothooks of French & Baltic Oak

The Second Foothooks of French & Baltic Oak The Third Foothooks and Top Timbers of Baltic Oak

The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are about 4 feet

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

The Frames are bolts 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 1/2 of the entire moulding at that place.

The Frame is ends chocked with ant Butt at each end of the chock. The Main piece of Rudder is Baltic Oak of Windlass is B. Oak

The Keels B. Oak The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Baltic Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of French & Baltic Oak Deadwood, of French & Baltic Oak and are free from all defects.

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

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is B. Oak & Red pine
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Baltic Red pine

From the Light Water Mark to the Wales do

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

The Spirketting and Plank-sheers Baltic Oak The Water-ways { Upper Deck Baltic Oak & Red pine
Lower Deck do

The Decks Yellow pine State of good

The 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 close between, and without step-bulging.

Planking Inside.—The Limber-strakes and Bilge-strakes are Danish Oak
The Ceiling, Lower Hold, and between Decks Danish Oak & Red pine Shelf Pieces and Clamps Baltic Red pine

Fastenings.—To Hold Beams Iron bolting knives all fore and after and down pins

Iron knives knives having two bolts in the floor heads
Deck Beams down all the way to the hanging knives of iron

to each beam and bolting knives of iron in the spaces
Number of Breasthooks 5 Iron the wood Pointers 2 Iron Crutches 2 Iron

Butt End Bolts are of 4 metal in the Bottom. two Bolts in each Butt End the through and clenched.

Bilge and Limber Strakes 4 metal bolted through and clenched. Treenails of B. Oak How Made knives

Thickstuff over Double Floors do 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 W. Duke

J. Joseph Hodgson

NW6776-0187

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .			Marked	Fathoms.	Size.	Marked	N ^o .	Weight. Ex. Stock.
<i>The Complete Sail-</i>	Fore Sails,		"L.T. A 25.5.66-1418"	150	1 1/4	"L.T. 13 E. 29.5.66"	3257	12.1.7-14-4-0.7
	Fore Top Sails,		Chain	50	1/2	Bower,	3252	12.1.21-14.4.1.0
	Fore Topmast Stay Sails,		Hempen Stream Cable ..	60	1/2	do	3253	10.2.14-12.10.2.21
	Main Sails,		Hawser	80	1 1/2	Stream,	2	6.1.0.
	Main Top Sails,		Towlines	80	1/2	Kedge,	2	2-2-10
and <i>some extra ones</i>			Warp	80	1 1/2			1-1-0
			All of <i>new</i> quality.					

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

She has one Long Boat and one *Stunace*

The present state of the Windlass is Complete Capstan one Rudder Complete Pumps one *Complete*

Order for Special Survey,

No. 481 Date 20th Oct 1864

Order for Ordinary Survey,

No. — Date —

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

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

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

*2nd Built under
Special Survey*

General Remarks

*The through bolts in this vessel are of Yellow metal, to
the exclusion of iron, as per spec H.B. except in those parts which
are admitted to be of Galvanized iron the inside of the
bolts being wholly of Galvanized iron in Ceiling, Plank, bridge &
floating dock.*

J. Joseph Hodgson

*Two pieces have been cut out of bottom plank
on each side to examine caulking which was
found satisfactory*

Present condition of Caulking of Bottom, good Deck, good and Waterways good

Is Sheathed, Doubled, Felted, or Coppered Yellow metal to top When last done 1866

I am of opinion this Vessel should be Classed S.A.1

The Amount of the Fee.....£ 4 : : is received by me,

Special£ 15 : 10 : :

Certificate£ : : :

Committee's Minute 15th June 1866

Character assigned A 1 for 8 years
A.T.C.P.



*Deformed
Lloyd's Register
Foundation*

** Floating Dock Co., Shipbuilders, Dept., Northumberland*