

No. 10046 Survey held at Blyth Date 4th September 1868 to 18th March 1869
 on the Baque "Hillarney" Master W. L. Home
 Tonnage under tonnage deck 418.34 Built at Blyth When built 1869 Launched March 1869
 Ditto of poop 28.36 By whom built Geo. Robinson Owners George D. Dale
 Total tonnage 446.70 Port belonging to N. Shields Destined Voyage Shanghai
 Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length as per section 39		Feet		Inches		Extreme Breadth Outside		Feet		Inches		Depth of Hold		Feet		Inches		Number of Decks	
Length of Keel		132		0		29		0		17		10						The	
Scantlings of Timber.																			
TIMBER AND SPACE		Sided		Middle		Ends		Sided		Middle		Ends		INCHES		Required per Rule		Dimensions of Ship per Register,	
Floors		13 1/2		11 1/2		11 1/2		11 1/2		10		10		3 3/4		3 3/4		length 33.2 breadth 29.0 depth 17.9	
1st Foothooks		13 1/2		11 1/2		11 1/2		11 1/2		10		10		3 3/4		3 3/4			
2nd Ditto		10 9/16		9		9		9		9		9		3 3/4		3 3/4			
3rd Ditto		9 1/2		8 1/2		8 1/2		8 1/2		8 1/2		8 1/2		3 3/4		3 3/4			
Top Timbers		9 1/2		8 1/2		8 1/2		8 1/2		8 1/2		8 1/2		3 3/4		3 3/4			
Deck Beams, length amidships		27 1/2		27 1/2		27 1/2		27 1/2		27 1/2		27 1/2		3 3/4		3 3/4			
Hold Beams, length amidships		27 1/2		27 1/2		27 1/2		27 1/2		27 1/2		27 1/2		3 3/4		3 3/4			
Keel		13 1/2		13		13		13		13		13		3 3/4		3 3/4			
Scarp of Ditto		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		3 3/4		3 3/4			
Keelsons		14 1/2		14 1/2		14 1/2		14 1/2		14 1/2		14 1/2		3 3/4		3 3/4			
Scarp of Ditto		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		1 1/2		3 3/4		3 3/4			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Part	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Part	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 3/8	1 3/8	1 3/8	Transoms and throats of Hooks	1 7/8	1 7/8	1 7/8
Scarp of Keel, N° 4	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 7/8	1 7/8	1 7/8
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1 3/16	1 3/16	1 3/16
Bolts thro' Heels of Timbers against Deadwood	1 1/8	1 1/8	1 1/8	Thickstuff over Double Floors	1 2/3	1 2/3	1 2/3
				Butt End Bolts	1 1/2	1 1/2	1 1/2
				Short Bolts in Ceiling	1 1/2	1 1/2	1 1/2
				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 1 Inches.
 The Floors consist of Pacific Oak & Oak for The First Foothooks of Pacific Oak, some & Oak for
 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 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are 1/4 of breadth
 The Frame is fairly squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is fairly squared
 The alternate Frames are — 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 up oak of Windlass is greenheart
 The Keel is oak The Main Keelson is Spanheart 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 and are — free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pine & the blue and a
 or to the First Foothook Heads } small pair - blue pine
 From the above named Height to the Light Water Mark Pitch pine
 From the Light Water Mark to the Wales Pitch pine
 The Wales and Black-strakes are Pacific Oak & Pitch pine The Topsides & Sheer-strakes Pitch pine
 The Spirketting and Plank-sheers Pitch pine The Water-ways { Upper Deck Pitch pine
 Lower Deck —
 The Decks Yellow pine State of Good
 The Shifts of the Planking are not less than 5 Feet 0 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 thru between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine
 The Ceiling, Lower Hold, and between Decks Pitch pine Shelf Pieces and Clamps Pitch pine
Fastenings.—To Hold Beams Iron staple lapping bars in each beam space.
Eight pairs of iron rider knees and seven pairs of iron hanging knees
 Deck Beams Iron staple lapping bars in each beam space and twenty pairs of iron hanging knees.

Number of Breasthooks Five of iron Pointers — and Crutches Five of iron
 Butt End Bolts are of Yellow metal in the Bottom. Two Bolts in each Butt End — through and clenched.
 Bilge and Limber Strakes — bolted through and clenched. Treenails of Pacific Oak How Made —
 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 George Robinson Surveyor's Signature —

NW 776 - 0297

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

She has SAILS.		CABLES, &c.		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.
2	Fore Sails,	Chain	240	1 3/4	34	176	31		Bowers	1	15.3.14	17.6.1.7	15.1.0	15.7.10
2	Fore Top Sails,									1	15.3.0	17.3.0.14	15.1.0	15.7.10
2	Fore Topmast Stay Sails,	Hempen Stream Cable	80	9										
2	Main Sails,	Hawser <u>Chain</u>	80	7 1/2					Stream	1	6.2.21		6.2.0	
2	Main Top Sails,	Towlines	80	7 1/2										
	and <u>Span sails</u>	Warp	80	7 1/2					Kedges	1	3.1.21		3.1.0	
		All of <u>good</u> quality.	80	5						1	1.3.0		1.3.0	

Her Standing and Running Rigging off Main Mast sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan unchanged Rudder good Pumps 2 of iron, good

Order for Special Survey, No. 672 Date 15th Sept 1868 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 } Special Survey

General Remarks

This vessel is fastened externally from the Floor Heads upwards with yellow metal bolts to the exclusion of trenails, and from the lower part of hull to Floor Heads with trenails and yellow metal bolts, and the whole of the inside fastenings of properly galvanized iron - as required by the Rules, Section 46, for vessel claiming ten additional years.

Wm George Robinson Esq
Chairman of the Committee

Testing certificates of the Chain cables and anchors have been produced - issued from the Independent Patent proving House, and signed by Mr J. Hattness.

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

If Sheathed, Doubled, Felted, or Coppered 4 Metal or felt buales When last done March 1869

I am of opinion this Vessel should be Classed -1-

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

Special£ 20 : 12 : 0
 Certificate£ 4 : 0 : 0

Committee's Minute 11th May 1869

Character assigned CT for 10 Years

Wm George Robinson, Chairman, Northumbria Dock

