

No. 6310 Survey held at Sunderland Date Jan 30 1858
 on the Bth "Brierly Hill" Master W Vincent
 Tonnage Old Built at Sunderland When built 1857 Launched 12 Jan 58
 By whom built Messrs Austin & Mills Owners J. Pegg
 Port belonging to London Destined Voyage _____
 If Surveyed while Building, Afloat, or in Dry Dock during building

1310

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	13	8	11	11		29	10	9	10		9			
Scantlings of Timber.														
TIMBER AND SPACE	30				30									
Floors	13 1/2	13 1/2	11		13	13	11							
1 st Foothooks	11	11			11	11								
2 nd Ditto	10 1/2	10			10	10								
3 rd Ditto	9 1/2		6 1/2	9		6								
Top Timbers	9 1/2		6 1/2	9		6								
Deck Beams } N ^o 26 Average Space } 4 ft 9	9 1/2	9 1/2	7 1/2	9	9	7 1/2								
Deck Beams, length amidships	27													
Hold Beams } N ^o 22 Average Space } 4 ft 6	12 1/2	12 1/2	10 1/2	12 1/2	12 1/2	10 1/2								
Hold Beams, length amidships	27													
Keel	14 1/2	14 1/2			14	14								
Scarphs of Ditto	6				6									
Keelsons	15 1/2	15 1/2			15	15								
Scarphs of Ditto	4				6									

Sided 8" x 8" Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper or Iron in Ship.	Inches required per Rule		Copper or Iron in Ship.	Inches required per Rule		Copper or Iron in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/8	1 1/8	Hold Beam Bolts in		
Scarphs of Keel	1	1	Arms of Hooks	1	1	Waterway	1	1
Keelson Bolts through Keel at each Floor	1 1/8	1 1/8	Bolts thro' Bilge & Limber Strakes, or Thickett over Double Floors	1 1/8	1 1/8	Knees	1 1/2 x 1 1/2	1
Bolts through Heels of Timbers against Deadwood	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	Shelf or Clamp	1	1
			Pintles of the Rudder	3	3	Waterway	1 1/8	1 1/8
						Knees	1 x 1 1/8	1 x 1 1/8
						Shelf or Clamp	1 1/8	1 1/8
						Nails or Bolts in Flat of Deck	6 1/2	1 1/8
						Treenails	1 1/2	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
 The Floors consist of Stettin & English Oak The First Foothooks of Stettin & English 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 4 in N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are sufficient

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/3 to 1/2 of the entire moulding at that place.

The Frame is cross chocked with part Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is Greenheart and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of new Eng Oak and are free from all defects.

The Deck and Hold Beams consist of Teak & Eng 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 American Elm
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark Dantzic Oak

From the Light Water Mark to the Wales Dantzic Oak 9 - a 10 ft sanded

The Wales and Black-strakes are Co. F. Teak 16 The Topsides Co. F. Teak 16

The Sheer-strakes and Plank-sheers Co. F. Teak 16 The Water-ways { Upper Deck Teak 16
 Lower Deck _____

The Deck, Yellow Pine State of _____

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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & Dantzic Oak 10

The Ceiling, Lower Hold, and between Decks Dantzic Oak 10 Shelf Pieces and Clamps Teak & Dantzic Oak

Fastenings.—To Hold Beams Iron Lodging knees to each Beam. 20 pairs of hanging knees. 12 pairs worked as thiders

Deck Beams Iron Lodging knees to each Beam. 20 pairs of hanging knees. 11 pairs worked as Standards

Number of Breasthooks 7 of Iron Pointers 2 of Iron Crutches 2 of Iron

Butts End Bolts are of Yellow Iron in the Bottom, and 2 Bolt in each Butt End through and clenched.

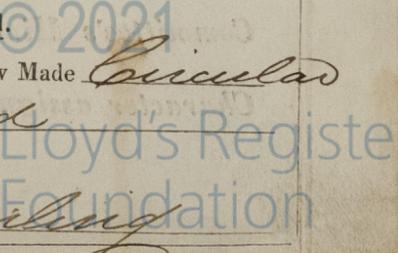
Bilge and Limber Strakes all bolted through and clenched. Treenails of English Oak How Made Circular

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 A. Austin & Mills Surveyor's Signature J. Pegg

SLD933 - 0281



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.
2	Fore Sails,	Chain	270 1/2	Bower, <u>Rogers patent</u>	3	25.2.0
2	Fore Top Sails,	Hempen Stream Cable	90 8			24.3.0
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	75 1	Stream,	1	9.0.0
2	Main Sails,	Towlines	75 7			
2	Main Top Sails,	3Warp s.	154 6.5.4	Kedge,	2	4.2.0
and <u>Shes as usual</u>		All of <u>good</u> quality.				2.0.0

Her Standing and Running Rigging is of new hemp sufficient in size and good in quality.

She has one Long Boat and two Sheers

The present state of the Windlass is new Capstan new Rudder new Pumps new

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	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>28th April 1857</u>	<u>13th July</u>	<u>November</u>

The exterior of this vessel inclusive of the heels of the Cabt timbers and flat of upper are fasten'd with Yellow metal to the entire exclusion of Iron

A. Armstrong Mills

Present condition of Caulking of Bottom, good Deck, good and Waterways good
 If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt to the walls When last done now done
 I am of opinion this Vessel should be Classed 10.A.1

The Amount of the Fee.....£ 5 : : : is received by me,
Order No. 676 Special£ 26 : : :
 Certificate£ : : : :

A. Darling

Committee's Minute 5th February 1858

Character assigned 17 Apr 10 Years

