

No. 8110 Survey held at Sunderland Date 16 March 63 to 17 May 1864
 on the Brig "Tenderness" Master W. Murray
 Tonnage Old 193 Built at Sunderland When built 1863 Launched 23rd April 64
 By whom built S. Metcalf & Co Owners A. Lear
 Port belonging to Aberdeen Destined Voyage St. Archangel
 If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	20	10	0	0	0	0		23	0	0	0	0	0		0	0	0	0	0	0
Per Customs Measurement	93	0	0	0	0	0	23	0	0	0	0	0	0	13	0	0	0	0	0	0
Scantlings of Timber.	94	2	0	0	0	0	24	0	0	0	0	0	0	13	6	0	0	0	0	0
TIMBER AND SPACE	20	8 1/2	7 1/2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Floors	8 1/2	8 1/2	7 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 st Foothooks	7 1/2	7 1/2	7	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 nd Ditto	7	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 rd Ditto	6 3/4	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Top Timbers	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deck Beams	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deck Beams, length amidships	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hold Beams	11	11	11	11	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hold Beams, length amidships	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Keel	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scarp of Ditto	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Keelsons	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scarp of Ditto	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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, & Dead'w'd abaft		1	1	Transoms and throats of Hooks		1	1
Scarp of Keel, N°	1 1/16		1 1/16	Arms of Hooks	3/4	3/4	3/4
Keelson Bolts through Keel at each Floor		7/8	7/8	Thro' Bilge & Limber Strakes	1/16	1/16	1/16
Bolts thro' Heels of Timbers against Deadwood		3/4	1 1/16	Thick stuff over Double Floors			
				Butt End Bolts	1/16	1/16	1/16
				Pintles of the Rudder	2	2	2
				Hold Beam Bolts in			
				Deck Beam Bolts in			
				Nails or Bolts in Flat of Deck			
				Treenails			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/4 Inches.
 The Floors consist of Hettin Oak The First Foothooks of Hettin & Eng Oak at 1st Rule
 The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
 The Shifts of the First and Second Foothooks are not less than 1/16th 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 fairly squared from the First Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly well squared
 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 1/4th of the entire moulding at that place.
 The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak
 The Keel is Eng & New Elm The Main Keelson is Hettin Oak and free from all defects.
 The Stem, and Stern Post of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak above 2 feet and are free from all defects.

The Deck and Hold Beams of German 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 Red Pine
 to the First Foothook Heads }
 From the above named Height to the Light Water Mark German Oak and Red Pine
 From the Light Water Mark to the Wales German Oak
 The Wales and Black-strakes are German Oak The Topsides & Sheer-strakes German Oak
 The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck Red Pine & Ger Oak
 Lower Deck

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 three between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak
 The Ceiling, Lower Hold, and between Decks German Oak & Red Pine Shelf Pieces and Clamps German Oak & Red Pine

Fastenings.—To Hold Beams two pairs of knees extending on the first strake of bilge blocks First Lodging knees to every beam
 Deck Beams two pairs of hanging knees and lodging knees to every beam

Number of Breasthooks four below deck Pointers one pair Crutches one
 Butt End Bolts are of Iron in the Bottom: 2 Bolts in each Butt End one each through and clenched.
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Oak How Made Turned
 Thick stuff over Double Floors Iron 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 Samuel Metcalf & Co Surveyor's Signature W. Murray

SLD936-0007

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	1. 00 1. 11/16	2	10. 1 1/4
1	Fore Top Sails,	Heavy Stream Cable	40 11/16		10. 0 1/4
2	Fore Topmast Stay Sails,	Hawser	80 5	1	2. 3 1/4
1	Main Sails,	Towlines	" 7 1/2		
2	Main Top Sails,	Warp	" 4 1/4	1	1. 0 1/2
and <u>others as usual</u>		All of <u>Good</u> quality.			

Her Standing and Running Rigging Wire Shant sufficient in size and Good in quality.

She has one Long Boat and one other

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

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 Built under special survey
 2nd. When the Beams are put in, &c. between the 16th March '63
 3rd. { When completed, and before the plank be painted or payed } and the 4th May '64

Laid on the ground after launching and tested with water

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
tested during progress and examined by hand in the seams
 If Sheathed, Doubled, Felted, or Coppered Not Metalled When last done

I am of opinion this Vessel should be Classed SA

The Amount of the Fee.....£ 2 : " : " is received by me,
Order No 1368 Special£ 9 : 13 : "
 Certificate£ " : " : "

W. Stumpfel

Committee's Minute 6th May 1864

Character assigned All for 8 Years

