

No. 8118 Survey held at Sunderland Date May 14<sup>th</sup> Rev 20/5/64 8118  
 on the New Brig Master \_\_\_\_\_ 1864

Tonnage Old \_\_\_\_\_ Built at Sunderland When built 1863-4 Launched April 23<sup>rd</sup> 1864  
 By whom built Mr. Gibson & Nichol Owners M. Sweddell

Part belonging to \_\_\_\_\_ Destined Voyage Lying for Sale  
 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.	
	100	0	0	0		26	9	16	2					
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	23		23											
Floors	10	10	9	9 1/2	9 1/2	8 1/2								
1 <sup>st</sup> Foothooks	9	9	8 1/2	8 1/2	8 1/2	8 1/2								
2 <sup>nd</sup> Ditto	8 1/2	8 1/2	7 1/2	7 1/2	7 1/2	7 1/2								
3 <sup>rd</sup> Ditto	7 1/2	7 1/2	7	7	7	7								
Top Timbers	7 1/2	7 1/2	5 1/2	5 1/2	5 1/2	5 1/2								
Deck Beams, length amidships	25 ft		25 ft											
Hold Beams, length amidships	25 ft		25 ft											
Keel	11 1/2	14	11 1/2	11 1/2	11 1/2	11 1/2								
Scarp of Ditto	5 1/2		5 1/2											
Keelsons	13 1/2	15	12 1/2	12 1/2	12 1/2	12 1/2								
Scarp of Ditto	4 1/2		4 1/2											
<b>Thickness of Plank.</b>														
					<b>Outside.</b>					<b>Inside.</b>				
					In Ship. Required per Rule.					In Ship. Required per Rule.				
					Garboard Strakes .. 3 1/2 3					Limber Strakes .... 3 1/2 3 1/2				
					Garboard to Bilge .. 3 1/2 3					Bilge Planks ..... 3 1/2 3 1/2				
					Bilge Planks ..... 3 1/2 3					Ceiling in Flat .... 2 1/2 2 1/2				
					Bilge to Wales .... 3 1/2 3					Ditto Bilge to Clamp 2 1/2 2 1/2				
					Wales ..... 4 1/2 4 1/2					Hold Beam Clamps.. 3 1/2 3 1/2				
					Topsides ..... 3 1/2 3 1/2					Deck Beam Ditto .. 3 1/2 3 1/2				
					Sheer Strakes ..... 3 1/2 3 1/2					Ceiling 'twixt Decks 2 1/2 2 1/2				
					Plank Sheers ..... 3 1/2 3 1/2					Hold Beam Shelves.. 4 3 1/2				
					Water-Ways { Upper Deck 8 1/2 5					Deck Beam Ditto ..				
					{ Lower Deck 8 1/2 5									
					Ditto, faying surface against Timbers .. 5 1/2 5									
					Upper Deck ..... 3 2 1/2									

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 ..	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule	
	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6		1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6		1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	
Scarp of Keel, N <sup>o</sup> 7	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	Arms of Hooks	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	Hold Beam Bolts in Shelf or Clamp	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6
Keelson Bolts through Keel at each Floor	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	Thro' Bilge & Limber Strakes	3/4	3/4	3/4	3/4	3/4	3/4	Deck Beam Bolts in Waterway ..	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6
Bolts thro' Heels of Timbers against Deadwood	3/4	3/4	3/4	3/4	3/4	3/4	Thickstuff over Double Floors	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	Deck Beam Bolts in Shelf or Clamp	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6
							Butt End Bolts	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	1 1/6	Nails or Bolts in Flat of Deck	6	6	6	6	6	6
							Pintles of the Rudder	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	Treenails .... Inches	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4

**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 German oak The First Foothooks of German & 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 1/2 of entire breadth. 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 fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared

The — Frames are all 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 no Butt at each end of the chock. The Main piece of Rudder is Engl oak of Windlass is Engl oak

The Keel is Ant. Engl oak The Main Keelson is Greenheart 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 Ant. elm & 2 feet above 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 American pitch elm  
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark American pitch elm & German oak

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 German oak  
 Lower Deck —

The Decks Yellow pine State of Very 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 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 Shelf Pieces and Clamps German oak

**Fastenings.**—To Hold Beams Iron lodging knees in each beam space. Eight pairs of iron rider knees and two pairs of iron hanging knees.

Deck Beams Iron lodging knees in each beam space, and fifteen pairs of iron hanging knees

Number of Breasthooks Six of iron Pointers Hooks and Crutches Three of iron

Butt End Bolts are of Yellow metal in the Bottom: Two Bolts in each Butt End one through and clenched.

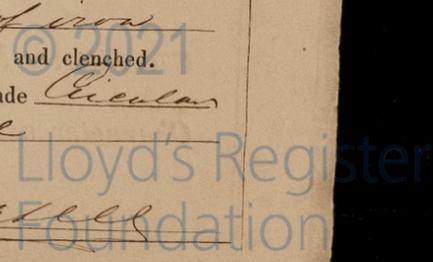
Bilge and Limber Strakes are bolted through and clenched. Treenails of English oak How Made Circular

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 Gibson & Nichol Surveyor's Signature P. Marshall

SLD 936-0014



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

She has SAILS.		CABLES &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
2	Fore Sails,	Chain ..... 25 1/2	210	1 3/16	Bower, ..... 14	15.1.0
2	Fore Top Sails,	Hempen Stream Cable .....	80	8	do - 14	15.1.10
2	Fore Topmast Stay Sails,	Hawser .. Chain .....	80	7/8	do - 13	14.2.0
1	Main Sails,	Towlines .....	80	6	Stream, .....	15.0.0
1	Main Top Sails,	Warp .....	80	5	Kedge, .....	2.2.0
and other small sails		All of <u>good</u> quality.				1.1.0

Her Standing and Running Rigging of miz sufficient in size and good in quality.

She has the Long Boat and the other

The present state of the Windlass is good Capstan Winch & Rudder good Pumps 2 of iron, 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 from Dec 19/63 to the present date.
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

The outside planking of this vessel is fastened with treenails and yellow metal, to the entire exclusion of iron, as required by the Rules, Section 46, for vessels claiming an additional year.

John & Nichol

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt to the water When last done 1864

I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 4 : " : " is received by me,  
 Order No. 1473 Special .....£ 15 : 11 : "  
 Certificate ....£ " : " : "

Committee's Minute 20<sup>th</sup> May 1864  
 Character assigned A 1 for 9 yrs

