

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

Tonnage Old 298 Built at Sunderland When built 1863-4 Launched April 23rd 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. 0		Inches. 0		Extreme Breadth Outside		Feet. 26		Inches. 9		Depth of Hold		Feet. 16		Inches. 2	
Scantlings of Timber.																
TIMBER AND SPACE	Sided.		IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.		Sided.		Middle. Ends.		Thickness of Plank.		In SHIP. Moulded.		REQUIRED PER RULE. Moulded.	
Floors	10		10		9		9 1/2		9 1/2		8 1/4		3 1/4		3	
1 st Foothooks	9		9		8 1/2		8 1/2		7 1/2		7 1/2		3 1/2		3	
2 nd Ditto	8 1/2		8 1/2		7 1/2		7 1/2		7 1/2		7 1/2		3 1/2		3	
3 rd Ditto	7 1/2		7 1/2		7		7		7		7		3 1/2		3	
Top Timbers	7 1/2		7 1/2		5 1/4		5 1/4		5 1/4		5 1/4		3 1/2		3	
Deck Beams	N ^o 22		Average Space		4 1/2		4 1/2		4 1/2		4 1/2		3 1/2		3	
Deck Beams, length amidships	25 ft.		11 1/4		11 1/4		9 1/4		11 1/4		11 1/4		9 1/4		9 1/4	
Hold Beams	N ^o 14		Average Space		4 x 8 ft.		11 1/4		11 1/4		9 1/4		11 1/4		9 1/4	
Hold Beams, length amidships	25 ft.		11 1/4		11 1/4		11 1/4		11 1/4		11 1/4		11 1/4		11 1/4	
Keel	11 1/2		14		11 1/2		11 1/2		11 1/2		11 1/2		11 1/2		11 1/2	
Scarphs of Ditto	5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2	
Keelsons	13 1/2		15		12 1/4		12 1/4		12 1/4		12 1/4		12 1/4		12 1/4	
Scarphs of Ditto	5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		5 1/2	
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal or Iron: also of T																

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.		
Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam		
1 1/2			1 1/2			Bolts in		
Scarp of Keel, N° 7			Arms of Hooks			Waterway ..		
1 1/2			1 1/2			Knees		
Keelson Bolts through Keel			Thro' Bilge & Limber Strakes			Shelf for Clamp		
1 1/2			1 1/2			1 1/2		
at each Floor			Thickstuff over Double Floors			Deck Beam		
1 1/2			1 1/2			Bolts in		
Bolts thro' Heels of Timbers			Butt End Bolts			Waterway ..		
3/4			2 1/2			Knees		
against Deadwood			Pintles of the Rudder			Shelf for Clamp		
3/4			2 1/2			1 1/2		
						Nails or Bolts in Flat of Deck		
						Treenails Inches		
						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 all 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 1/2 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the choek. 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 rock elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark American rock 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 New & 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 Wm. Sweddell

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	25 1/2	2 1/2	Bower,	1	15.1.0
2	Fore Top Sails,		Hempen Stream Cable	80	8	do	1	15.1.10
2	Fore Topmast Stay Sails,		Hawser	80	7 1/2	Stream,	1	14.2.0
1	Main Sails,		Towlines					
1	Main Top Sails,		Warp	80	6			
	and other small sails		All of	good	quality.	Kedge,	1	2.2.0
							1	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 much 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 20th May 1864
Character assigned A 1 for 9 yrs