

No. 8676 Survey held at Sunderland Date March 31 1886  
on the Barge "Brinkborn" Master Runciman  
Tonnage under tonnage deck 499.09 Built at Sunderland When built 1885-6 Launched March 1886  
Ditto of peep house on span deck 41.39 By whom built Mr J. M. Davison Owners Messrs J. J. & Co.  
Total tonnage 540.48 Port belonging to Sunderland Destined Voyage East Indies  
Surveyed while Building, Afloat, or in Dry Dock Whilst building

Length as per section 39 ..	Feet. 140	Inches. 0	Extreme Breadth Outside	Feet. 29	Inches. 11	Depth of Hold	Feet. 18	Inches. 10	Number of Decks	One
Length of Keel .....	130	0	IN SHIP. Moulded. Sided. Ends.	29	11	(Depth from limber-strakes to under side of lower deck beam	11 5			
Scantlings of Timber.										
Outside Plank.										
TIMBER AND SPACE .....	20 1/2	4	12 1/2	12 1/2	10 1/2	Garboard Strakes ..	4	3 3/4	Dimensions of Ship per Register,	
Floors .....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	Garboard to Bilge ..	4	3 3/4	length 143.0 breadth 29.9 depth 18.8	
1st Foothooks .....	11	11	9 1/2	9 1/2	9 1/2	Bilge Planks .....	4	3 3/4	Inside Plank.	
2nd Ditto .....	10	10	8 1/2	8 1/2	8 1/2	Bilge to Wales ....	5 1/4	3 3/4	INCHES. Required per Rule.	
3rd Ditto .....	9	9	8 1/2	8 1/2	8 1/2	Wales .....	5	5	Limber Strakes ...	4 4
Top Timbers .....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Topsides .....	4	4	Bilge Planks .....	4 4
Deck } No. 25 Average } 4 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Sheer Strakes .....	4	4	Ceiling in Flat ....	3 3
Beams } Space } 4 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	Plank Sheers .....	4	3 3/4	Ditto Bilge to Clamp	3 3
Deck Beams, length amidships .....	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	Water. } Upper Deck	11 1/2	7 1/2	Hold Beam Clamps ..	5 4 1/2
Hold } No. 22 Average } 4 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Ways } Lower Deck	7 1/2	7 1/2	Deck Beam Ditto ..	4 4
Beams } Space } 4 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Ditto, faying surface	7 1/2	7 1/2	Ceiling 'twixt Decks	2 1/2 2 1/2
Hold Beams, length amidships .....	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	against Timbers ..	7 1/2	7 1/2	Hold Beam Sheels ..	4 1/2 4 1/2
Keel .....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	Upper Deck .....	3	3	Deck Beam Ditto ..	4 1/2 4 1/2
Scarp of Ditto .....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2					
Keelsons .....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2					
Scarp of Ditto .....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2					

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

Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam	Waterway ..	1 1/2	1 1/2
Scarp of Keel, No. 1	1 1/2	1 1/2	Arms of Hooks .....	1 1/2	1 1/2	Bolts in	Knees .....	1 1/2	1 1/2
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1 1/2	1 1/2		Shelf or Clamp	1 1/2	1 1/2
at each Floor .....	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Deck Beam	Waterway ..	1 1/2	1 1/2
Bolts thro' Heels of Timbers	1 1/2	1 1/2	Butt End Bolts .....	1 1/2	1 1/2	Bolts in	Knees .....	1 1/2	1 1/2
against Deadwood .....	1 1/2	1 1/2	Pintles of the Rudder .....	1 1/2	1 1/2		Shelf or Clamp	1 1/2	1 1/2
						Nails or Bolts in Flat of Deck			
						Treenails .... Inches	1 1/2	1 1/2	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of German Oak. The First Foothooks of Eng. Oak & German Oak (No. 1 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 1/4 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 well squared from First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same.

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

The Butts of the Timbers are lapped close together; their thickness not less than 1 1/2 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 Eng. Oak of Windlass is Eng. Oak.

The Keel is Am. Oak. The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of Eng. Oak and Greenheart. The Transoms, Knight Head, Hawse Timbers,

and Aprons of Eng. Oak. Deadwood, of Eng. Oak from 1 1/2 feet up and are free from all defects.

The Deck and Hold Beams of Eng. Oak & Iron. 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 Am. Oak.

From the above named Height to the Light Water Mark Am. Oak.

From the Light Water Mark to the Wales Am. Oak.

The Wales and Black-strakes are Am. Oak. The Topsides & Sheer-strakes Am. Oak.

The Spirketting and Plank-sheers Am. Oak. The Water-ways { Upper Deck Red pine

The Decks Yellow pine State of Good. Lower Deck Red pine.

The Shifts of the Planking are not less than 3 Feet 1 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-buttling.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are German Oak.

The Ceiling, Lower Hold, and between Decks German Oak. Shelf Pieces and Clamps Am. Oak.

**Fastenings.**—To Hold Beams Iron staple lodging knees in each beam space.

Two pairs of iron hanging knees and fourteen pairs of iron

riders knees

Deck Beams Iron staple lodging knees in each beam space, and

an iron hanging knee each beam end

Number of Breasthooks Six of iron Pointers Three of iron

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

Limber and Limber Strakes are bolted through and clenched. Treenails of Eng. Oak & Greenheart How Made Circular

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Signature J. M. Davison Surveyor's Signature W. M. Mackay

SLD936-0376



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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.			ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to. as per Certificate.
		Fathoms.	Size.	Tested to. as per Certificate.				
<i>Double End</i>	Fore Sails,	Chain .....	240	1 1/16	Bower, <i>Rodgers pat.</i> <i>Common</i> <i>Rodgers</i>	3	18.1.21	19.8.3.0
	Fore Top Sails,	Hempen Stream Cable ..	30	1 1/2			17.3.14	19.0.0.0
	Fore Topmast Stay Sails,	Hawser .. <i>Chain</i> ..	60	7/8			15.1.16	16.16.2.7
	Main Sails,	Towlines .....	80	9	Stream, .....	1	6.0.0	
	Main Top Sails,	Warp .....	80	6	Kedge, .....	2	4.0.13	1.3.21
	and <i>others as usual</i>	All of <i>good</i> quality.	80	4 1/2				

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is spin Capstan winch Rudder of Pumps 2 Iron good

Order for Special Survey,

No. 1695 Date April 18/65

DATES of Surveys  
held while building,  
as per Section 35.

- 1st. When the Frame is completed Built under special  
2nd. When the Beams are put in, &c. survey from March  
3rd. { When completed, and before the } 3/4 of present date  
      { plank be painted or payed }

Order for Ordinary Survey,

No.     Date    

### General Remarks

*This vessel is fastened externally with brasses and yellow metal bolts, to the exclusion of iron from the lower part of keel up to the height of one fifth of the depth of hold below the upper side of the deck, above which all fastenings of every description outside, and the whole of the inside fastenings are properly galvanized*

*John Dawson*

*The testing certificates of Anchors & Chain Cables have been produced, issued from the Sunderland public testing machine, and signed by Mr. John Thompson*

*James Fearn*

*Deck and forward well down*  
Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt When last done March 1866

I am of opinion this Vessel should be Classed +10 A 1 subject to Committee's approval of second Bower anchor.

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

Special .....£ 27 : " : "

Certificate .....£ " : " : "

Committee's Minute 3<sup>rd</sup> April 1866

Character assigned 1 for 10 years



© 2021

Lloyd's Register  
Foundation