

No. 2773 Survey held at Madras Date 10th April 1850
 on the Three Brothers Master Paul Coleman
 Tonnage 138 1/2 Built at French frigate taken & condemned in 1803 When built first British Register date Sept: 1804
 By whom built at Halifax Owners Harrison Coal Company
 Port belonging to Saltwater, Poly Shire Destined Voyage Clyde to Dublin
 If Surveyed Afloat or in Dry Dock on ship deck

Length aloft	71	6	Extreme Breadth	21	11 1/2	Depth of Hold	12	3
Scantlings of Timber.			Thickness of Plank.					
Room and Space	24	15	Outside.	2 1/2	Inside.	3		
Floors	9 1/2	Moulded	Keel to Bilge	4	Limber Strakes	2 1/2		
1st Foothooks	8 1/2	"	Bilge Planks	2 1/2	Bilge Planks	2 1/2		
2nd Ditto	8	"	Bilge to Wales	4 1/2	Ceiling in Flat	2 1/2		
3rd Ditto	7	"	Wales	2 1/2	Ditto Bilge to Clamp	3 1/2		
Top Timbers	9	"	Topsides	3 1/2	Hold Beam Clamps	3		
Deck Beams N° 13	9	"	Sheer Strakes	2 1/2	Deck Beam Ditto	3 1/2		
Hold Beams N° 6	8 1/2	"	Plank Sheers	1 1/2	Ceiling 'twixt Decks	2 1/2		
Keel	10	"	Water-Ways	3	Hold Beam Shelves	4 1/2		
Kelsons	13	"	Upper Deck	2 1/2	Deck Beam Ditto	12		
Size of Bolts in Fastenings, distinguishing whether			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	3/8		
Scarphs of Keel			Butt End Bolts	3/8	Deck Beam	3/4		
Floor Timber Bolts			Lower Pintle of the Rudder	2 1/4				
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects. The Floors and first Foothooks are composed of British Oak and Scotch Beech Timber. The other Foothooks and Top Timbers of Scotch & British Oak. The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are —. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Quebec Oak and the False Kelson of Quebec Oak. The Scarphs of the Kelsons are not less than two feet — inches. The Deck and Hold Beams are composed of Red Pine, British & Foreign Oak, and Red Cedar. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Elm, British & Foreign Oak. The Wales and Black-strakes are of Quebec Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Quebec Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 5 1/2 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 two and three between the Bilge Planks of Elm & Red Pine. **Planking Inside.**—The Limber-strakes are composed of Foreign Oak. Between Decks of Red Pine. The Ceiling, Lower Hold, of Red Pine & Elm. Shelf Pieces of Quebec Oak. Clamps of Quebec Oak. **Fastenings.**—To Hold Beams Double lodging knees of Scotch and Spruce, with stout clamp thro' bolted.

Deck Beams Double lodging knees of British Oak and Shelf piece.
 Number of Breasthooks four Pointers — Crutches —
 Butts End Bolts are of Iron in the Bottom, and — a Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Red Pine & British Oak
 General Quality of Workmanship Good Two iron transom knees.
 We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature John B. Coleman
 C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

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 .		
2	Fore Sails,	175	Chain	1 1/2	2	Bower,	} weight not ascertained.
2	Fore Top Sails,	120	Hempen Stream Cable	6	1	Stream,	
2	Fore Topmast Stay Sails,	80	Hawser	3 1/2	2	Kedges,	
1	Main Sails,		Towlines				
2	Main Top Sails,		Warp				
and well found in other Sails			All of <u>Good</u> quality.				

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has a Long Boat and Solly boat

The present state of the Windlas is Good Capstan double Winch and Rudder Good Pumps two cast metal, new
with flat purchase Good

General Remarks—Statement and Date of Repairs.

At present, on slip dock, all the decks, waterways, deck and Mold beam knees, and fastenings taken out. Plank sheers, and all the outside plank, to lower part of wales, taken off, and the whole of the ceiling inside, except two of the Bilge planks, and footwaling strakes, stripped off. Some new lower futtocks forward and aft, of British oak, and the whole frame from lower futtock heads to gunwales on each side, including knight heads, transoms, Stern & Counter timbers, renewed with British oak. New Apron of Mahogany. Three new Breasthooks, British oak. New Wing transom, Mahogany, and another new transom, British oak. New Rider transom, Quebec oak. New Rider Nelson, from fore part of Main hatch, aft. The whole of the Beams, knees and fastenings to both decks, renewed. Stern altered, and all the broderds in bottom abaft, from the six foot mark, upwards, renewed. All new wales, Blackstrakes, topsides, Sheer strakes, and plank sheers. New Waterways and Decks. New Coamings. All new Nails and Bulwarks, and deck stanchions. Entirely new treenailed, Red Pine & British oak. All the ceiling, half piece, and chumps, renewed, except two bilge plank, and footwaling strake, on each side. New Bilge and butt through iron bolter. Thoroughly caulked all over. New tops, and trapez trees. New topmast, and other new spars. All new standing rigging. One new chain cable. And she is now in a good state of repair and efficiency, and fit for the safe conveyance of dry and perishable cargoes, to and from all parts of the world.

The Beech floors and Larch futtocks of large scantling, are conferred to the midships body in this vessel, and were put in at Oyr, in a former repair.

Deck Beam Spaces, Nock to first beam, 2 ft. 2 in. + 4 ft. 1 in. + 2 ft. 10 in. + 4 ft. 9 in. + 4 feet. + 4 feet. + 7 ft. 9 in. + 5 ft. 2 in. + 4 ft. 6 in. + 4 ft. 3 in. + 4 ft. 6 in. + 4 ft. 3 in. + 4 ft. 6 in. + 2 ft. 4 in. to deck transom.

Mold Beam Spaces, Nock to first beam, 5 ft. 6 in. + 3 feet. + 10 feet. + 12 feet. + 5 feet. + 10 feet. + 9 ft. 6 in. to transom.

If Sheathed, Doubled, Felted, or Coppered Single bottom, iron fastened. When last done _____
we are of opinion this Vessel should be Classed "*B1."

The Amount of the Fee.....£ 2 : " : " is received by me,

Special£ 4 : 4 : "

Certificate (& required)£ " : 5 : "

Committee's Minute 26th April 1850

Character assigned Good

John R. Higgins
Wm. D. Hinton

Lo to Surveyors
26 April



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Lloyd's Register
Foundation

Certificate to be sent to Messrs. Rans & Chesser, Ardrossan