

No. 3087 Survey held at Liverpool Date Oct 8 1839
on the Brig "Brilliant" Master J. G. Burnett
Tonnage 240 Built at Workington When built Sept. 1828
By whom built Falcon Owners Mordaunt & others
Port belonging to Liverpool Destined Voyage Barbadoes
If Surveyed Afloat or in Dry Dock On Graving Blocks

Length aloft	Feet. 91	Inches. 6	Extreme Breadth	Feet. 24	Inches. 7	Depth of Hold	Feet. 16	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	30	Outside.			Inside.		
Floors	sided	14	Moulded	13	Keel to Bilge	3	Foot Waling	4
1 st Foothooks	"	10 1/2	"	"	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	"	"	"	"	Bilge to Wales	3	Ceiling in Flat	3
3 rd Ditto	"	7 1/2	"	6 1/2	Wales	5	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	5	Topsides	3	Hold Beam Clamps	3 1/2
Deck Beams	N ^o . of	9	"	9	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold Beams	N ^o . of	10 1/2	"	10 1/2	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	"	"	"	"	Water-Ways	4 1/2	Hold Beam Shelves	5 x 12
Kelsons	"	14	"	12 1/2	Upper Deck	3	Deck Beam Ditto	5 x 12

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Foot Waling	Inches.	Hold Beam	Inches.
Scarp of Keel	N ^o .	Butt End Bolts	2 3/4	Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder		same in Iron above the Copper	
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English and Af. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Af. Oak and are — free from all defects. The Floors and first Foothooks are composed of O. S. O. S. Timber. The other Foothooks and Top Timbers of O. S. O. S. The Shifts of the first and second Foothooks are not less than (not seen) N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not seen. The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is the same where visible. 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 — chocked with — Butt at each end of the chock. The Main Kelson is composed of Dantzic fir and the False Kelson of English Oak. The Scarphs of the Kelsons are not less than 9 feet inches. long length of Dantzic fir in midships and of Oak forward and aft. The Deck and Hold Beams are composed of African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Quebec Elm. From the first Foothook Heads to the Light Water Mark of English & African Oak. From the Light Water Mark to the Wales of O. S. O. S. The Wales and Black-strakes are of English & African Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Dantzic fir. The Decks of Dantzic fir copper nailed State of in good condition (tight). The Shifts of the Planking are not less than 4 Feet 6 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 & three between

Planking Inside.—The Limber-strakes are composed of Quebec Oak the Bilge Planks of Quebec & Af. Oak. The Ceiling, Lower Hold, of African Oak Between Decks of African Oak. Shelf Pieces of English & African Oak Clamps of African Oak. **Fastenings.**—To Hold Beams stringer below chock between beam ends & iron staple bolting knees. Deck Beams stringer, waterway, & iron bolting knees. Number of Breasthooks five Pointers two aft (wood) Crutches none. Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched. Bilge and Footwaling Copper well bolted through and clenched. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

are teak

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,	190	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable	3 1/4	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	5	1	Kedge,
2	Main Sails,		Towlines			
2	Main Top Sails,	90	Warp	3 1/2		
and many new sails at present time			All of <u>good</u> quality.			

Her Standing and Running Rigging good sufficient in size and good in quality. {new shrouds & backstay at present time

She has one Long Boat and one other

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

In February 1838 this vessel was placed in Graving Dock. Her Copper stripped the bottom scrubbed bright the defective beams removed several planks in and below the wales shifted in consequence of worms. (the timbers exposed were sound and good) an additional breasthook fitted in the tween decks, thoroughly caulked and coppered on paper to one stake below the wales, and sheathed (on both tops) from Copper to wales.

She is now in an efficient state of repair fit for the conveyance of a dry and perishable cargo with safety.

If Sheathed, Doubled, Felted, or Coppered Coppered on Paper When last done Feb 7 1838

I am of opinion this Vessel should be Classed A. 1

The Amount of the Fee.....£ 1 : 1 : — is received by me,

Special£ : :

Committee's Minute 15 Dec 1838

Character assigned A. 1



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