

No. 98 Survey held at Weyford

Date 23 April

1846

on the Brig Trio

Master Rowe

Tonnage 17424 Built at St John

When built 1833 29

By whom built St John

Owners Richard Devereux Esq

Port belonging to Weyford

Destined Voyage Liverpool

If Surveyed Afloat or in Dry Dock

Patent Ship

4 E. 55. 43-4 1/2

Last Survey N 83 Weyford

Length aloft ..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

#### Scantlings of Timber.

Timber and Space.....	each	Inches.	Moulded	Inches.	Ends.
Floors.....	sided	13	13	13	13
1st Foothooks.....	"	13	"	12	11
2nd Ditto.....	"	13	"	13	12
3rd Ditto.....	"	13	"	13	12
Top Timbers.....	"	6	"	6	6
Deck Beams ....N°. of 18.....	"	14	"	14	14
Hold Beams ....N°. of 6.....	"	"	"	"	"
Keel.....	"	15	"	16	16
Kelsons.....	"	11	"	16	16

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	2 1/2	Foot Waling .....	3
Bilge Planks .....	4 1/2	Bilge Planks .....	4 1/2
Bilge to Wales .....	2 1/2	Ceiling in Flat .....	3 1/2
Wales .....	4	Ditto Bilge to Clamp .....	2 1/2
Topsides .....	2 1/2	Hold Beam Clamps .....	3 1/2
Sheer Strakes .....	3	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks .....	2 1/2
Water-Ways.....	4	Hold Beam Shelves .....	3 1/2
Upper Deck .....	2 1/2	Deck Beam Ditto.....	3 1/2

#### Size of Bolts in Fastenings.

Copper.		Inches.	Copper.		Inches.	Iron.	
Heel-Knee, and Dead Wood abaft .....	1		Bolts thro' the Bilge and Foot Waling .....	$\frac{3}{4}$		Hold Beam .....	$\frac{3}{4}$
Scarp of Keel.....N <sup>o</sup> . 2 .....	$\frac{3}{4}$		Butt End Bolts .....	$\frac{1}{2}$		Deck Beam .....	$\frac{3}{4}$
Floor Timber Bolts .....	$1\frac{1}{4}$		Lower Pintle of the Rudder .....	3			
Kelson ditto .....	$1\frac{1}{4}$						
Transoms and throats of Hooks .....	1	}				} same in Iron above the Copper.....	}
Arms of Hooks .....	$\frac{3}{4}$						

**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 2 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce & Birch and are very free from all defects.

The Floors and first Foothooks are composed of Black Birch Timber.

The other Foothooks and Top Timbers of Spruce in good condition

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 all 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 a Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of .....

The Scarphs of the Kelsons are not less than ..... feet ..... inches. all in one length

The Deck and Hold Beams are composed of Spruce

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch

From the first Foothook Heads to the Light Water Mark of Birch

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Spruce The Topsides of Spruce

The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Spruce

The Decks of very good State for a vessel of her age State of her age

The Shifts of the Planking are not less than 5 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 ..... between

**Planking Inside.**—The Limber-strakes are composed of Birch & Oak the Bilge Planks of Oak

The Ceiling, Lower Hold, of Spruce Between Decks of Spruce

Shelf Pieces of Spruce Clamps of Spruce

**Fastenings.**—To Hold Beams Four Spruce Nails to each beam, with Iron Nails above & below to each

Deck Beams well fastened with 4 Nails to each beam, likewise Iron Nails to each beam

Number of Breasthooks Three Pointers Two Crutches Two

Butts End Bolts are of Painted Iron in the Bottom, and Paint Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 above bolted through and clenched.

General Quality of Workmanship As good as any of the American built ships

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

Builder's Name .....

Surveyor's Name M Devereux



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> .		
2	Fore Sails,	130	Chain .....	1 1/4	2	Bower,	All of proper weight.
1	Fore Top Sails,	90	Hempen Stream Cable .....	5	1	Stream,	a "
2	Fore Topmast Stay Sails,	70	Hawser .....	4	1	Kedge,	a "
2	Main Sails,	70	Towlines .....	3			
2	Main Top Sails,	-	Warp .....	-			
and is well found in other			All of <u>good</u> quality.				

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

She has one good Long Boat and one Stern Boat new

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

### General Remarks—Statement and Date of Repairs.

This vessel has been all opened fore & aft in side for inspection  
all her stern frame, breast hooks forward & great part of  
ceiling, & every part found defective has been removed  
& replaced with new, according to my directions, one new  
transoms, two new breast hooks, ten new Iron knees  
in the lower hold, well bolted from hold beams down to the  
flooring heads, likewise eight new Iron knees in the upper  
hold, well bolted & fastened in every part, great part of her  
ceiling new of red pine, several new transoms & waterways,  
new Nelson of Mexican oak in one length, well bolted with  
inch bolted one in each floor, several shifts of plank  
in wharves, & other parts, all refastened & renewed all over,  
decks & deck frame all refastened in every part & is fit to  
take a cargo of any goods to any part of Europe,

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A. for two years subject to inspection

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special .....£ : :

Committee's Minute 5<sup>th</sup> May 1846

Character assigned Good



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Foundation