

No. 252 - Survey held at Wexford Date 20th August 1853  
on the Schooner "Brothers" Master Francis Morris  
Tonnage Old 91 Tons Built at Prine, Edwards, Bland When built July 1853  
By whom built James Bach Owners James Bach  
Port belonging to Liverpool Destined Voyage Cardiff  
If Surveyed while Building, Afloat, or in Dry Dock Afloat

|                              |               |                 |               |                            |                      |
|------------------------------|---------------|-----------------|---------------|----------------------------|----------------------|
| Length aloft                 | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold              | Feet. Inches.        |
| 24                           | 11            | 20              | 10            |                            |                      |
| <b>Scantlings of Timber.</b> |               |                 |               |                            |                      |
| Room and Space               | Inches.       | Inches.         | Inches.       | <b>Thickness of Plank.</b> |                      |
| Floors                       | 11            | Moulded         | 11 11         | <b>Outside.</b>            | <b>Inside.</b>       |
| 1st Foothooks                | 11            | "               | 11 10         | Keel to Bilge              | Limber Strakes       |
| 2nd Ditto                    | "             | "               | "             | Bilge Planks               | Bilge Planks         |
| 3rd Ditto                    | "             | "               | "             | Bilge to Wales             | Ceiling in Flat      |
| Top Timbers                  | "             | "               | "             | Wales                      | Ditto Bilge to Clamp |
| Deck Beams N° 11             | 8             | "               | 7 6           | Short Hoods                | Hold Beam Clamps     |
| Hold Beams N° 2              | 9             | "               | 8 7           | Topsides                   | Deck Beam Ditto      |
| Keel                         | 9             | "               | 8 7           | Sheer Strakes              | Ceiling 'twixt Decks |
| Keelsons                     | 10            | "               | 10 10         | Plank Sheers               | Hold Beam Shelves    |
| Scarphs of Ditto             | 3 feet        | "               | "             | Water-Ways                 | Deck Beam Ditto      |
|                              |               |                 |               | Upper Deck                 |                      |

**Size of Bolts in Fastenings, distinguishing whether Copper or Iron.**

|                               |                |              |                                    |                |              |                            |                |              |
|-------------------------------|----------------|--------------|------------------------------------|----------------|--------------|----------------------------|----------------|--------------|
| Heel-Knee, and Deadwood abaft | Copper Inches. | Iron Inches. | Transoms and throats of Hooks      | Copper Inches. | Iron Inches. | Lower Pintle of the Rudder | Copper Inches. | Iron Inches. |
| Scarphs of Keel N°            |                |              | Arms of Hooks                      |                |              | Hold Beam                  |                |              |
| Floor Timber Bolts            |                |              | Bolts thro' Bilge & Limber Strakes |                |              | Deck Beam                  |                |              |
| Kelson ditto                  |                |              | Butt End Bolts                     |                |              |                            |                |              |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Black Walnut the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Black Walnut and are new free from all defects. The Floors consist of Rich - Black Walnut & C11 The First Foothooks of Black Walnut & Birch Timber. The Second Foothooks of Black Walnut The Third Foothooks of Black Walnut The Top Timbers of Black Walnut The Shifts of the first and second Foothooks are not less than 2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 The Frame is new squared from the first Foothook Heads upwards, and new free from sap, and from thence downwards, the frame is new The alternate Frames are new bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are new close together; their thickness not less than 2 of the entire moulding at that place. The Frame is new chocked with new Butt at each end of the chock. The Main Keelson is Black Walnut and free from all defects. The False Keelson is Black Walnut The Deck Beams consist of Spence The Hold Beams of Spence The Knees of Black Walnut

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is new From the above named Height to the Light Water Mark Birch From the Light Water Mark to the Wales juniper The Wales and Black-strakes are juniper The Topsides juniper The Sheer-strakes juniper and Plank-sheers juniper The Water-ways Black Walnut The Decks juniper State of new The Shifts of the Planking are not less than 6 Feet new 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 new between

**Planking Inside.**—The Limber-strakes are Black Birch the Bilge Planks Black Birch The Ceiling, Lower Hold, juniper Between Decks juniper Shelf Pieces juniper Clamps juniper

**Fastenings.**—To Hold Beams Two Black Walnut Pieces - each end of beams - well bolted

Deck Beams were secured with good Black Walnut knees - well bolted with iron bolts.

Number of Breasthooks 3 juniper Pointers 2 juniper Crutches 2 juniper

Butts End Bolts are of 3/4 iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 3/4 inch iron bolted through and clenched. Treennails of Black Walnut How Made from the end

General Quality of Workmanship Practically good

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

Builder's Signature

Surveyor's Signature

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

| She has SAILS.              |                          | CABLES, &c.                 |          | ANCHORS, and their weights. |               |             |
|-----------------------------|--------------------------|-----------------------------|----------|-----------------------------|---------------|-------------|
| N <sup>o</sup> .            |                          |                             | Fathoms. | Inches.                     |               | No. Weight. |
| 1                           | Fore Sails,              | Chain .....                 | 150      | 1                           | Bower, .....  | 2 4.0.0     |
| 1                           | Fore Top Sails,          | Hempen Stream Cable .....   | 60       | 3 1/2                       |               | 6.0.0       |
| 1                           | Fore Topmast Stay Sails, | Hawser .....                |          |                             | Stream, ..... | 1 4.0.5     |
| 1                           | Main Sails,              | Towlines .....              |          |                             |               |             |
| 1                           | Main Top Sails,          | Warp .....                  | 40       | 2 1/2                       | Kedge, .....  | 1 2.0.0     |
| and <u>four spare sails</u> |                          | All of <u>good</u> quality. |          |                             |               |             |

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

She has one new Long Boat and one new boat at new

The present state of the Windlass is Patent Capstan new Rudder new Pumps two wood pumps

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

This vessel is all purposefully built of hickmatack & remarkably well fastened, in every part, bridge planks are bolted with a 3/4 bolt in every timber through & clanked — similar strakes — 3/4 bolt in every floor & footboard end & reiterated, all the waterways, a 3/4 bolt through every top timber & cheer strake about two feet around stanchions all hickmatack, — — — Remarkable good ship — of plank — all through, — is well found in stones.

This vessel has been built under the inspection of an old ship master,

If Sheathed, Doubled, Felted, or Coppered — — — — — When last done — — — — —

I am of opinion this Vessel should be Classed A Five years — — — — —

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

Special .....£ : :

Certificate (if required) .....£ : 2 : 6 — — — — —

Committee's Minute 24<sup>th</sup> August 1855

Character assigned 1 for 4 years LD



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