

No. 82 Port of Bristol Date February 17 1835
Survey of the New Ship "Heroine" Master John
Tonnage 374 Owners Alfred Weaver Port belonging to Bristol
By whom built Bartlett Where built Bristol When built Launched Jan 1. 1835
Destined Voyage Liverpool

See Liverpool Survey No 1660

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold		Bilge to Wales.....	3	Ceiling below Hold Beams.....	2 1/2
Rake of Stem.....		Lower Hold		Short Hoods.....		Clamps and Bilge Planks.....	4
D° of Stern Post.....		Between Decks		Bilge Planks.....	3	Upper Deck Clamps and	
Extreme Breadth.....				Bilge to Keel.....	3 1/2	Spirketting.....	4
Scantling of Timber.				Decks.			
Timber and Space, each.....	13 to 16	Sided Inches.	Moulded Inches.	Sort of Wood.		Twist Deck Ceiling.....	2 1/2
Floors in the middle.....	11 to 14					Water Ways.....	5
at the ends.....						Thicknes. Main deck.....	3
1st Foothooks.....	9 1/2 to 11					Poop and Forecastle.....	2 1/2
2nd Foothooks.....	8 1/2 to 14 1/2						
3rd Foothooks.....	7 to 12						
Top Timbers.....	7 to 10						
Deck Beams.....	9 to 12						
at the Ends.....							
Hold Beams.....	11 to 14						
at tie Ends.....							
Main Kelson.....	14 to 16						
Scarp of Kelson.....	5.6						

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name
Surveyor's Name

Masts, Yards, &c.			Sails.		
	Quality of Wood.	Length, &c.	N°.		N°s.
Bowsprit.....				Fore Topmast Stay Sails.....	
Foremast.....				Fore Sail.....	
Main Mast.....				Fore Topsails.....	
Mizen Mast.....				Main Sails.....	
				Main Top Sails.....	
Cables, Cordage, &c.			And is generally well found in other sails. } yes		
Cables, Hemp.....	Fathoms.	Inches.	Boats.		
D° Iron.....	2 to 100		Number and Description.		
Hawser.....	90		Long Boat		
Towlines.....			Jawl		
1st Warp.....	100	5 1/2			
2nd D°.....	100	5			
Standing and Running Rigging is all found to be sufficient in size, and good in quality. } yes			Anchors.		
			Bower		
			Stream		
			Kedge		

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

Owner's Name
Nautical Surveyor's Name

SURVEYOR'S REMARKS.

Surveyed upon several occasions during her construction -

Timbering.

The Quality,
Squaring, and
Workmanship.

No regularity observed in the siding of the Timbers as well as in the
the other side. Every alternate set of timbers joined and bolted together -
X Schaapht of timbers from 3 to 4 ft. 6 in. badly choiced throughout, not bolts at the
ends or at last very few, and in several places little, and no moulding of
the timbers left in the middle of the cheek. Much of the frame in
my opinion is very objectionable, with large decayed knots, and in many
instances very lumpy. The floors, and 1st and 2nd port-holes, indifferently
squared, that better from that up. The stem with a large piece in the head, had
it bored but could not trace decay with an auger, more than 9 inches deep. This
Kul in 3 pieces of English American Elm. The upper much shrank and bent, but
X now covered with face pieces between the Breast-boards inside. Stern post sided 10 1/2
moulded close of rabbets including the beading 11 inches. - Wane Mangon sided 10 inches
X moulded at the post 11 inches. The transoms of life dimensions - the 2nd and 3rd cut
off for a timber post. which Stern frame for a ship of 374 tons, must I think be
considered most inadequate. The whole frame appears to be English of inferior

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The plank of the Bottom as high as the Wale appears to be very good
with a few exceptions, is tolerably well wrought and generally, proper. Shifter board
but in one or two straight lengths of the Wale. Notice 3 and 2 inch plank used to make up
The butts of the Top-sides are indifferently shifted in many places, amidships very rough
and the Top-sides with the sheer strakes are not as free from sap as they ought to be.
Observed upon one visit, during the fastening of the Top-sides, that most disagreeable
treennails were being used for the purpose. Being more than half-sap.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Inside Ceiling Clamps &c. Very good and tolerably well wrought. I also
noticed as exceedingly bad workmanship that a considerable number of the Hold
Beams are very short of the timber, and in places requiring an inch fitting or more
to fill up to the sides. The upper deck Beams are likewise objectionable, many of them
X very many and require to be fished up, to take the deck. Some of the knees forced
for grain cut and splitting already, in the way of the bolts, but all is now covered
with paint and putty. I further observe that the edges of the Waleways are very
wavy and in places strike or litters let in under of about 2 inches wide.

Repairs.

Copper fastened to the Wale, batt bolts through and clinched.
Bulge bolted 4 feet apart at floor heads through rivets.

Sheathed with Copper upon paper January 1835 -

If 4 feet apart they
are sufficiently close

General Observations
and Opinion as
required by the
Instructions.

This is a ship with a poop and Top-gallant fore-castle indifferently fastened
at the back of both. It will be needless to add more than merely to describe
her structure. Her deck Beams at 4 foot spaces, excepting in the Hatchways
are fastened with double wood knees, with 2 strakes of Clamps under - but no
X shelf. Maple Standards, or other security in the tween decks. Her Hold Beams
are tolerably placed and secured with Iron horizontal knees - with a stringer and
one strake of Spirketting over - and 2 strakes of Clamps under. But she has
no Iron diagonal or hangers knees which certainly are required in a ship
of her depth. Her Breast-boards are of wood 5 in number long lengths
but some are badly choiced in the throat, and many of the bolts therein, which
I could measure with the Callipers were far under the size stated to have
been driven.

It is an unpleasant duty to perform, to report so unfavorable of any
persons ship; but understanding it is the owners Mr. Weaver's determination
to be satisfied with nothing less than a 12 years class. I feel I owe it to
the welfare of the Society to be thus explicit, to enable the Committee to
class her accordingly -

Edward Mearns

The Amount of the Fee, &c. No fee: - is received by me.

Committee Minute

See Liverpool Mercury No 1669

Character assigned



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For Report & the General Committee