

No. 94 Survey held at Bristol Date April 6th 1835
on the Ship "Hero" Master Richard Kild
Tonnage 408 Built at Whitby When built 1808
By whom built Holt & Richardson Owners John Campion
Port belonging to Whitby Destined Voyage Quebec
If Surveyed Afloat or in Dry Dock in Dry Dock

Length aloft. Did not see the register Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

Room	Timber and Space	Inches.	Inches.	Inches.
		each	Moulded	clear of water
Floors	sided	4 1/2	14 1/2	14 1/2
1 st Foothooks	"	"	"	"
2 nd Ditto	"	"	"	"
3 rd Ditto	"	"	"	"
Top Timbers	{ Seen in the air stroke } 8 1/2			
Deck Beams	"	8 1/2	11 1/2	8 1/2
Hold Beams	"	13 1/2	12 1/4	10
Keel	"	"	"	"
Kelson	{ with a heavy hog piece } 12			

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	4
Bilge Planks	4	Bilge Planks	4
Bilge to Wales	4	Ceiling in Flat	3
Wales	6	Ditto Bilge to Clamp	3
Topsides	3	Hold Beam Clamps	4
Sheer Strakes	4	Deck Beam Ditto	3
Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Water-ways	5	Hold Beam Shelves	none
Upper Deck	3	Deck Beam ditto	none

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	not known	Bolts thro' the Bilge and Foot Waling	not known	Hold Beam	not known
Scarphs of Keel		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is scarcely 1 Inch. The Space between the Top-timbers is filled in Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. As stated by the Owner and where visible is so
Her Floors and first Foothooks are composed of English Oak Timber.
Her other Foothooks and Top Timbers of English Oak
Her Shifts of the first and second Foothooks are not less than known N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are unknown

The Frame is well squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is well squared. As stated by the Owner:— and where seen in the air Lumber shales appears it is with a few exceptions as reported —

The alternate Frames are bolts together.
The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
The Frame is choked with Butt at each end of the chock. None of this can be ascertained
The Main Kelson is composed of English Oak and the False Kelson of American
The Scarphs of the Kelsons are not less than 5 feet 6 inches.
The Deck and Hold Beams are composed of English Oak One of the Deck Beams are Broken (Fore Hatch)

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of From the first Foothook Heads to the Light Water Mark of All of English Oak
From the Light Water Mark to the Wales of So reported by Mr. Milhouse: Foreman
The Wales and Black-strakes are of but she was shuted and repaired under average upon which surveys I
The Topsides of red pine English Oak was not invited to attend the thickness of all
The Sheer-strakes of English Oak the plank I also obtained from the foreman its quality
The Gunwales of English Oak Water-ways of English Oak
The Shifts of the Planking are not less than the prescribed rule N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Having very many short shifts in all parts of the ship from the Wales up

Planking Inside.—The Clamps are composed of English Oak the Stringers of none
The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak but some of it in very bad condition and requires to be shifted
Fastenings.—To Hold Beams Double wood knees; refastened two years so stated; she has also 7 Pair Hand and knee to the beams
Deck Beams secured with a wood Lodging knee, a hanging wood or knee to each beam, much of this fastening appears to
Number of Breasthooks Seven Pointers of wood abaft, 4 also wood Crutches have been lately removed.
Butts End Bolts are of said to be Copper in the Bottom, and One Bolt in each Butt End through and clenched. not through
Bilge and Footwaling are not bolted through and clenched.
General Quality of Workmanship (originally very good)

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

Builder's Name

Surveyor's Name

Edward Jew



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Her Masts, Yards, &c. are ^{reported} ~~in~~ in good condition, and ^{are} sufficient in size and length. —

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 3/8	3	Bower, 18 to 20
2	Fore Top Sails,	90	^{Do} Stream	1 3/8	1	Stream,
3	Fore Topmast Stay Sails,	120	Hempen Stream Cable.....		2	Kedge,
2	Main Sails,		Hawser	8	All of proper weight. —	
2	Main Top Sails,	2 of 120	Towlines			
	and is well found in other sails		Warp	6		
			All of <u>good</u> quality. Lengths stated by the Captain.			

Her Standing and Running Rigging is appears in good order sufficient in size and good in quality.

She has One Long Boat and a pinnace Laurel.

The present state of the Windlass is good & Capstan well secured and Rudder in efficient order.

General Remarks—Statement and Date of Repairs.

March 1835. She has had a new after piece Main Kelson, 792 feet new centering — 62 feet new sheer strake 99 feet of Topsides — 22 feet plank in the Bottom 2160 new Sheerails driven, and the remainder carefully examined, and the false keel renewed fore and aft. The ship was caulked all over. Sheathed to the wales with full inch sheathing upon Borrodault's patent Felt. now in dock.

She has been a remarkably fine ~~old~~ ship, and well secured. But her waterways are rather indifferent. The seams below very wide. Covering boards in some places defective in the butts. One Beam broken and all the Beams & knees "found" to take the Deck which appears to have been largely repaired. Several dismasted, short shifts & pieces as before stated in the outside planks. ^{much of the inside of the hull} but still appears a strong firm old vessel and good in constitution.

If Sheathed, Doubled, or Felted, Sheathed with full inch wood sheathing upon Borrodault's Felt
and Date when last done March 1835

And I am of opinion this Vessel should be Classed F. 1

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

Edward Dru

Committee Minute 8 May 1835

Character assigned F. 1

[Signature]



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