

No. 1705 Survey held at Liverpool Date Feb^y 28 18 37
 on the Schooner "Hero" Master Amos Dady
 Tonnage 88 Built at Liverpool When built 1808
 By whom built Unknown Owners George Castle Jun^r
 Port belonging to London Destined Voyage London
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....	Feet. <u>62</u> Inches.	Extreme Breadth	Feet. <u>18</u> Inches. <u>2</u>	Depth of Hold	Feet. <u>10</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches <u>20</u>	Inches Middle <u>12</u> Inches Ends	Outside.	Inside.	Inches.
Floors..... sided	<u>0</u>	Moulded <u>12</u>	Keel to Bilge	Foot Waling	<u>3</u>
1 st Foothooks.....	<u>0</u>	"	Bilge Planks	Bilge Planks	<u>4</u>
2 nd Ditto.....	<u>7</u>	"	Bilge to Wales	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	"	"	Wales	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	<u>6 1/2</u>	"	Topsides	Hold Beam Clamps	"
Deck Beams Number of	<u>0</u>	"	Sheer Strakes	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams Do. Do.	"	"	Plank Sheers.....	Ceiling 'twixt Decks	"
Keel	"	"	Water-ways	Hold Beam Shelves	"
Kelsons	<u>11</u>	"	Upper Deck	Deck Beam ditto	<u>5</u> x <u>12</u>

Copper.	Size of Bolts in Fastenings.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft			
Scarphs of Keel.....N°.		Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
Floor Timber Bolts.....		Butt End Bolts	Deck Beam
Kelson ditto.....		Lower Pintle of the Rudder	
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 1 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. where visible
 Her Floors and first Foothooks are composed of English Oak Timber.
 Her other Foothooks and Top Timbers of Do. Do.
 Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____
 The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same where seen
 The alternate Frames are _____ bolted together.
 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 African Oak and the False Kelson of no false Kelson
 The Scarphs of the Kelsons are not less than 4 feet _____ inches. long length in Midships
 The Deck and Hold Beams are composed of English Oak

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 _____
 From the Light Water Mark to the Wales of English & African (said to be) Is now covered with the Copper
 The Wales and Black-strakes are of English & African Oak
 The Topsides of African Oak
 The Sheer-strakes of Do. Do.
 The Gunwales of African Oak Water-ways of African Oak
 The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

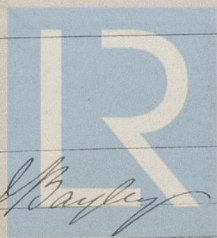
The Planking is wrought 2 between. irregular
 the Stringers of Gum Wood
Planking Inside.—The Clamps are composed of English Oak
 The Bilge Planks of African Oak and the remainder of the Ceiling of English and African Oak

Fastenings.—To Hold Beams see Hold Beams
 Deck Beams Double wood blocking knees Stringer below 2 Pair of Heavy Iron Hanging knees
 Number of Breasthooks 3 and one Pair of light Hanging knees to the After Beam 4 Crutches 0
 Butts End Bolts are of _____ in the Bottom, and an Bolt in each Butt End through and clenched.
 Bilge and Footwaling Copper well bolted through and clenched.
 General Quality of Workmanship fair

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

Builder's Name _____

Surveyor's Name _____



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails,	100	Chain	3/4	2	Bower,
2	Fore Top Sails,		Hempen Stream Cable.....			Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,
1	Main Sails,		Towlines			All of proper weight.
1	Main ^{Top} Top Sails,	75	Warp	3		
	and		All of <u>Moderate</u> quality.			

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

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.

This Vessel late the Property of Mr J Tobin has been for many Years employed in the African trade She is a Vessel with considerable use of Floor and of small Capacity

She is ^{by the owner} stated to have received the following repairs in the early part of 1836 New Wales topides Black Strakes Sheer Strakes Plank sheers waterways Decks - Counter and Buttock Plank - defective tree nails replaced. 2-4 inch African Oak Belge Strakes bolted through with 7/8 copper Bolts. New Masts & Rigging. (at this time she was altered from a Ketch to a Schooner) - new suit of sails caulked throughout and coppered on Patent Felt

From other information as well as from the appearance of the Vessel I am induced to believe that she received the new decks in 1832 the New Wales and topides &c. at the same time and was retreniled and Coppered in 1835

At the Present time she has been caulked from the Copper upward Received new Masts. the Rigging refitted. (The Masts having been carried away on Her Homeward Passage) Shifter a Strake of Ceiling fore and aft when the timbers appeared sound. and Hold Stanchions fitted fore and aft

Her Lodging Knees - and deck Beams are very shabby. many of the knees defective. 3 of the deck Beams scuphed. Her Ceiling is in fair condition. I have been unable to see the Plank of Her Bottom (as she is coppered to the middle of the Wales I consider Her safe for the Conveyance of cargoes not liable to sea damage and recommend Her to Clapp F.

If Sheathed, Doubled, or Felted, Coppered on Patent Felt

and Date when last done latter part of 1835

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

The Amount of the Fee.....£ : 10 : 6 is received by me,

J Bayley

Committee Minute 2 Mar 183 7

Character assigned F. 1

Ch

J Bayley



© 2019

Lloyd's Register
Foundation

1705 Schooner 80 tons