

No. 1095 Survey held at London Date Oct 26 1835 1891  
 on the Bark Hector Master M<sup>r</sup> Morgan  
 Tonnage 293 Built at Bristol When built 1824  
 By whom built Hillhouse Owners Sold  
 Port belonging to London Destined Voyage Jamaica  
 If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....		Feet. Inches.		Extreme Breadth .....		Feet. Inches.		Depth of Hold .....		Feet. Inches.	
<b>Scantlings of Timber.</b>											
Timber and Space.....	each	12 3/4									
Floors.....	sided	10	Moulded								
1st Foothooks.....	"	"	"								
2nd Ditto.....	"	"	"								
3rd Ditto.....	"	"	"								
Top Timbers .....	"	7 1/2	"	5							
Deck Beams .....	"	9	"	8 1/2							
Hold Beams .....	"	11	"	10 1/2							
Keel .....	"	"	"	"							
Kelsons .....	"	11 1/2	"	14							
<b>Thickness of Plank.</b>											
<b>Outside.</b>						<b>Inside.</b>					
Keel to Bilge .....						Foot Waling.....					
Bilge Planks .....						Bilge Planks .....					
Bilge to Wales .....						Ceiling in Flat .....					
Wales .....						Ditto Bilge to Clamp .....					
Topsides .....						Hold Beam Clamps .....					
Sheer Strakes .....						Deck Beam Ditto.....					
Plank Sheers.....						Ceiling 'twixt Decks .....					
Water-ways .....						Hold Beam Shelves .....					
Upper Deck .....						Deck Beam ditto .....					
Lower Deck .....						Lumber Planks .....					
<b>Size of Bolts in Fastenings.</b>											
<b>Copper.</b>				<b>Copper.</b>				<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft .....				Bolts thro' the Bilge and Foot Waling.....				Hold Beam.....			
Scarphs of Keel.....				Butt End Bolts .....				Deck Beam .....			
Floor Timber Bolts.....				Lower Pintle of the Rudder .....							
Kelson ditto.....											
Transoms and throats of Hooks .....											
Arms of Hooks .....								same in Iron above the Copper .....			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 4 1/2 to 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of 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 nearly free from sap, and from thence downwards, the frame is the same

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 English Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than 5 feet 6 inches. Bolted through every Floor Timber

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 \_\_\_\_\_

The Wales and Black-strakes are of English Oak

The Topsides of Eng & African Oaks

The Sheer-strakes of \_\_\_\_\_

The Gunwales of \_\_\_\_\_ Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ 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 Three between. the Stringers of English Oak

**Planking Inside.**—The Clamps are composed of English Oak and the remainder of the Ceiling of English & African Oaks

The Bilge Planks of Do

**Fastenings.**—To Hold Beams Staple Lodging Nails & 10 P<sup>r</sup> Hanging Nails

Deck Beams 2.5 inch Lodging Nails & 10 P<sup>r</sup> Hanging Nails

Number of Breasthooks 5 Pointers 2 Crutches between 2 Transoms

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name \_\_\_\_\_

Surveyor's Name George Bayley



1891 Lon

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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	200	Chain .....	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	1 1/2	Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	6 1/2	Kedge,
2	Main Sails,	90	Towlines .....	1 1/2	All of proper weight.
2	Main Top Sails,		Warp .....		2 Bilge Pumps
	and <u>only found in the sail</u>		All of <u>good</u> quality.		

Her Standing and Running Rigging is Leup sufficient in size and good in quality. not new

She has One Long Boat and Two Quarter Boats

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

# General Remarks—Statement and Date of Repairs.

At the present time has had new Topsides. Sheer Strakes—Plank sheels and several new Stanchions—new Drift—Main & Fore Hatchway Coverings—all the in & out lifted Deckfastening renewed.—

At some former period has had new ceiling from the Forehead to the <sup>Lower</sup> Bulkhead—addition Ranging & Staple Standards—and stout Lower Deck roadway of Brigs. This work is stated to have been done in 1833.

The Timbers (seen when ~~stopped~~) sound, well squared & regularly spaced—The general appearance is very favorable throughout—Her upper and Lower Deck fortifications are in good condition as also are the truls—Topsides Plank sheels—Roadways—Decks—Coverings—Transoms & Breast Hooks—and is fully competent to the safe conveyance of dry & perishable cargoes—George Bayley

If Sheathed, Doubled, or Felted, Wood sheathed Felted & Lapped  
and Date when last done Feb 4 1833

And Saw of opinion this Vessel should be Classed 11A1 George Bayley

The Amount of the Fee.....£ 1.1.0 is received by me,

Committee Minute 30 October 1835

Character assigned A 1 for 71 years  
M. J.



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