

# Damage REPORT of SURVEY for REPAIRS.

\*26563

No. in Reg. Book. **No.** Survey held at London Dates 14<sup>th</sup> May 20<sup>th</sup> May 1864  
 on the Brig "Hero" Master Thomas Anon  
 Tonnage 178 Built at Rye When built 1834  
 By whom built \_\_\_\_\_ Owners H. Crofts & Co.  
 Port belonging to Whitstable Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Afloat off Cherry Garden Pier & Gun Dock Weymouth

Rev 24/6/64

Last Survey, No. \_\_\_\_\_ Port \_\_\_\_\_ Classed AT 10 years

REPAIRS of damage, for particulars of which, please see Special Report -  
 Renewed the following, at the after end of Starboard Quarter; viz:-  
 One Rough Tree Limber with Eng. Oak; - 49 feet of Main Rail and 12 feet  
 of channel Rail with American Elm; - the Main Bulwark Berthing and  
 Wash Strake for 14 feet with Yellow Pine; - 24 feet of Top Gallant Bulwarks  
 including Rail and Stanchions with Yellow Pine and American Elm; -  
 19 feet of Covering Board & 9 feet of Waterway at upper Deck with Eng. Oak;  
 4 long Stern Timbers with Eng. Oak, and the heels of the two Timbers adjoining  
 additionally fastened; - One Mooring Chock with American Elm; - the  
 Transom Base Piece across Stern with Eng. Oak; - 7 feet of Starboard  
 end of Counter Plank with Eng. Oak; - 5 Planks of Stern Berthing with  
 1 1/2 Yellow Pine, and the Sticheboard with 11 x 3 Yellow Pine; - the Laffrail  
 and Knave at ends of same with Eng. Oak; - one Warping Chock at each  
 end of Laffrail with Eng. Oak, and chafing Plank between with American  
 Elm; - 6 feet of Starboard end of Shelf Piece under deck with Eng. Oak; -  
 P.S.O.

Present Condition of the

Decks <u>Caulked</u>	} good	Treenails	} good	Windlass and Capstan	} good
Waterways		Breasthooks and Stemson		Pumps	
Comings	} when	Transoms, Pointers, and Crutches	} when	Boats	} and
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings	} when	Ditto Ditto at other places	} when	Sails	} sufficient
Planksheers		Keelsons		Anchors No. of	
Sheerstrakes	} when	Clamps and Shelves	} when	Cables	} sufficient
Topsides		Ceiling		Hawsers and Warps	
Wales	} when	Rudder	} when	Standing & Running Rigging	} sufficient
Plank (Bottom) and Counter		Copper			

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways good when tested

The damaged and other defective parts having been renewed, and the  
 vessel made as efficient as she was before the accident occurred, we are of  
 opinion that she is eligible to remain as classed 10 A.I. - The  
 Owners declined having the vessel continued at this date.

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

Special.....£ : :

Certificate (if required) : :

Committee's Minute

18

Character assigned

Damage Fee £ 3-3-0 - paid June 1, 64



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Lloyd's Register  
 Foundation  
 LON649-1051



26563 Lon

16 After Shifts of Main deck plank 164 feet with 3 inch Yellow pine; -  
6 short after Shifts of Ceiling 18 feet with Eng. Oak; - the woodwork of Shear-  
Shakes & counter Planks additionally bolted; - the casing over Steering  
apparatus partially renewed and repaired; - the Sameer Post lined  
with Sheet Iron; - the keel caulked lengthwise from the Main Mast  
aft, from the lower part of Males to the centre of Main deck; - and  
one new 200 inch tarred Manila Warp supplied - 45 fathoms  
The whole of the fastenings for new work of Iron -

Repairs contingent upon the defective condition of the Ship. On the  
Starboard side renewed the following viz: - One Bulwark Stanchion  
in back of Main Rigging with Eng. Oak; - 4 After Shifts 58 feet  
one plank abreast Main Hatch 36 feet, and one plank at fore end 12 feet  
of Main Deck with 3 inch Yellow pine; - 8 short Stern filling  
Timbers with Eng. Oak; - 4 feet of Shelf piece across Stern with  
Eng. Oak; - one Mooring Chock in back of Main Rigging with  
American Elm; - and the remaining portion of the Main Deck with  
the Waterways & Stanchions caulked throughout

Robt Maclean  
J. S. Brown