

REPORT of SURVEY for REPAIRS.

and Continuation 2nd Survey

No. in Reg. Book. **No.** 330 Survey held at London Date Feb^r 24th 18 67

on the "Hero" Master _____

Tonnage 676 Built at Sunderland When built 1855

By whom built _____ Owners W. & A. G. per Mr. Tabbat

Port belonging to London Destined Voyage _____

If Surveyed Afloat or in Dry Dock in Luncheon, New James London Docks

Last Survey, No. 26561 Port London Classed 10 A1 expired
6.64

REPAIRS

Stripped Yellow metal sheathing, scraped and dubbed bright from light mark to waterways inclusive; drove out treenails as per Rule; opened at bilges by the removal of a listing all fore and aft; in Topsides by the removal of planking equal to a strake, and at buttocks by a plank on each ^{side} for the examination of the timbers of the frame at those parts; beam ends bored, those of the upper decks also further examined by the removal of a strake of deck on each side from Poop forward; Windlass unhung, stripped, examined and found good; chains ranged, examined and found good and sufficient; the whole of the above in conformity with the Rules Sec. 54, 2nd Survey.

Renewed four floors of English Oak and Quercus Oak; on Port side eight 1st futtocks of Quercus and French Oak; four 2nd futtocks of English & French Oak, thirteen Top timbers & four bough-tree timbers of African Oak; — On Starboard side, eight 1st and three 2nd futtocks of French Oak; nineteen Top timbers and seven bough-tree timbers of African Oak; — forty seven swelling and twenty two heel chocks on each side of English and French Oak; — one length of main keelson

Present Condition of the

Decks <u>pt new</u> <u>Good</u>	Treenails <u>new</u> <u>Good</u>	Windlass and Capstan <u>Good</u> P.T.O.
Waterways <u>"</u>	Breasthooks and Stemson <u>"</u>	Pumps <u>"</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches <u>"</u>	Boats <u>"</u>
Upper Deck Beams & Fastenings <u>pt new</u> <u>"</u>	Timbers of the Frame at the openings <u>"</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>"</u>	Ditto Ditto at other places <u>"</u>	Condition, how ascertained <u>from enquiry & as seen from deck</u>
Planksheers <u>pt new</u> <u>"</u>	Keelsons <u>pt new</u> <u>"</u>	Sails <u>"</u>
Sheerstrakes <u>"</u>	Clamps and Shelves <u>"</u> <u>"</u> <u>"</u>	Anchors No. of <u>3 B, 1 S, 1 K</u>
Topsides <u>pt new</u> <u>"</u>	Ceiling <u>"</u> <u>"</u> <u>"</u>	Cables <u>"</u>
Wales <u>"</u>	Rudder <u>"</u>	Hawsers and Warps <u>"</u>
Plank (Bottom) and Counter <u>"</u>	Copper <u>F.Y.M.</u> When put on <u>1864</u>	Standing & Running Rigging <u>"</u>

General Observations and Opinion,

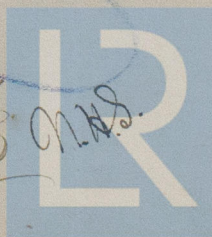
Caulking of Bottom, Deck, & Waterways. where tested Good

Is now in good and efficient condition and having fully complied with the Rules Sec 54 2nd Survey is in our opinion eligible to be continued A1 for 7 years from 1865

The Amount of Fee.....£ 5 : - :- is received by me. John Maxwell
Special..... 10 : 10 : 0 } Thos W. Mann
Certificate (if required) : 5 : -

Committee's Minute 1st March 18 67

Character assigned Comp^d for 7 years from 1865
record repairs



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Lloyd's Register Foundation
LON 651 - 0462

of Iron Bark - entire Rider Keelson of Greenheart and Iron Bark; - all
 ceiling on each side from upper part of thick bilge strakes to limber strakes
 of Larch and Pitch Pine; limber strakes of English Oak, Iron Bark & Greenheart
 six lengths of upper deck clamps on each side, and one length of lower deck clamp
 of Teak; five upper deck Beams and one Beam end, also one half Beam of Teak
 and African Oak; nine lengths of Topside planking on Starboard and eight on Port
 side of English Oak and Teak; a buttock plank of English Oak on each side; about
 sixty eight feet of Planksheer on Starboard and about forty feet on Port side of Teak;
 the whole of the upper deck from abaft Poop cant forward of Yellow Pine; Poop
 cant of Quercus Red Pine; fore and main mast steps of Iron Bark; partners to
 foremast of Teak; re-treenailed from Keel to Planksheer with Australian hard
 wood; renewed nearly the whole of the false Keel of American Rock Elm; Rudder
 riving and pintles and braces re-fitted; nearly the whole of the Keelson bolts
 renewed; upper deck shelf extra bolted; renewed a large number of Rider bolts;
 renewed both fore, and starboard main channels; re-fitted breasthooks in lower hold
 as well as some Rider knees; hung in shores; caulked from Keel over all and re-shoed
 with Yellow metal over felt. Renewed main mast and re-fitted lower rigging

The timbers of the frame where exposed were in a satisfactory condition with the
 exception of those taken out.

John Maxwell
Thos. McNamee