

No. 103 Survey held at Montrose  
216 on the Schooner Hebe

Date 22 August 1836  
Master John Clouston

300 Tonnage 74 <sup>1988</sup> 3500 Built at Montrose

When built 1826

By whom built Robert Buchanan

Owners Calix Anderson

Port belonging to Montrose

Destined Voyage Coasting Trade

If Surveyed Afloat or in Dry Dock Afloat

Length aloft... 59 Feet 2 Inches Extreme Breadth... 16 Feet 2 Inches Depth of Hold... 9 Feet 9 Inches

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12 1/2		
Floors..... sided	10	Moulded	9
1st Foothooks.....	"	"	"
2nd Ditto.....	"	"	"
3rd Ditto.....	"	"	"
Top Timbers.....	"	"	"
16 Deck Beams.....	8 1/2	"	8 1/2
1 Hold Beams .. Amidships.....	10	"	10
Keel.....	"	"	"
Kelsons .. Double.....	8	"	19

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge .....	3	Foot Waling.....	
Bilge Planks .....	3 1/2	Bilge Planks .....	3
Bilge to Wales .....	3	Ceiling in Flat .....	2
Wales .....		Ditto Bilge to Clamp .....	2
Topsides .....		Hold Beam Clamps .....	3
Sheer Strakes .....		Deck Beam Ditto.....	
Plank Sheers.....		Ceiling 'twixt Decks .....	
Water-ways .....		Hold Beam Shelves .....	
Upper Deck .....		Deck Beam ditto .....	

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts .. Iron.....	5/8	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 \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of Hamburg White Oak Timber.

Her other Foothooks and Top Timbers of English Oak

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 \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

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 American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of \_\_\_\_\_

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Dantzic Oak with English oak heads

From the Light Water Mark to the Wales of Dantzic Oak with English oak heads

The Wales and Black-strakes are of Dantzic Oak

The Topsides of Dantzic Oak with English oak heads

The Sheer-strakes of Dantzic Oak

The Gunwales of Dantzic Oak Water-ways of Dantzic Oak

The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between.

Planking Inside.—The Clamps are composed of Dantzic Oak the Stringers none

The Bilge Planks of Dantzic Oak and the remainder of the Ceiling of Dantzic & English

Fastenings.—To Hold Beams fastened with Oak lodging knees

16 Deck Beams fastened with Oak lodging knees

Number of Breasthooks five Pointers none Crutches none

Butts End Bolts are of 5/8 Iron in the Bottom, and none Bolt in each Butt End through and clenched.

Bilge and Footwaling none bolted through and clenched.

General Quality of Workmanship is good

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

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

Surveyor's Name Mr. Young



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8700-7372-0078



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

*A.Y.*

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	150	Chain .....	10 1/8	2	Bower,
2	Fore Top Sails,		<del>Hemp</del> Stream Cable .....	12 1/8	1	Stream,
2	Fore Topmast Stay Sails,	60	Hawser .....	6 1/2	1	Kedge,
2	Main Sails,	60	Towlines .....	5 1/2		All of proper weight.
1	Main Top Sails,	140	Warp .....	3 1/2		
1	Jib sail.		All of <u>good</u> quality.	<i>A.Y.</i>		

Her Standing and Running Rigging is in good repair sufficient in size and good in quality. *A.Y.*

She has one Long Boat and one Stern Boat

The present state of the Windlass is good much Capstan and Rudder sufficiently hung with iron hanging

*These are the  
Revised the for  
Month of March  
Kee tranacted  
completely Caulked*

**General Remarks—Statement and Date of Repairs.**

*I set forth & Certify that I have this day surveyed the Schooner  
Hebe of Montrose and I found her a sound firm vessel in all the  
fastenings, her covering boards Decks hatchway coverings are sound  
and in good repair her outside bottom plank is of extra thickness  
being 3 inch plank & short boards 2 1/2, she was built under the  
inspection of the Owner Mr. Anderson she likewise underwent  
a repair in April 1834 according to Mr. Brown's Certificate attached  
she is all iron fastened in the Hull & trenailed with Danzig iron  
trenails. She is remarkable well found in sails & all  
other allwarlike stores*

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
and Date when last done \_\_\_\_\_

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

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

Committee Minute 13 Sept 183 6

Character assigned A.E. 1  
G.M.D. S.B.



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