

No. 79 Survey held at 2 Hebe Date October 1853 (58)  
 on the Civilian Master Till  
 Tonnage Old 898 <sup>89/94</sup> Built at 2 Hebe When built launched October 1853  
 New 904 <sup>1000</sup> By whom built J. L. Lamin Jr Owners Edw. H. Knison  
 Port belonging to 2 Hebe Destined Voyage Liverpool  
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft ..... 165 <sup>Feet.</sup> 8 <sup>Inches.</sup> Extreme Breadth ..... 34 <sup>Feet.</sup> 10 <sup>Inches.</sup> Depth of Hold ..... 20 <sup>Feet.</sup> 9 <sup>Inches.</sup>

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....	<u>1 1/2</u>	<u>15</u>	Moulded	Keel to Bilge	<u>1 1/2</u>	Limber Strakes	<u>6</u>
1 <sup>st</sup> Foothooks.....	<u>1 1/2</u>	<u>13</u>	"	Bilge Planks	<u>1 1/2</u>	Bilge Planks	<u>1 1/2</u>
2 <sup>nd</sup> Ditto.....	<u>1 1/2</u>	<u>12</u>	"	Bilge to Wales	<u>1 1/2</u>	Ceiling in Flat	<u>1 1/2</u>
3 <sup>rd</sup> Ditto.....	<u>1 1/2</u>	<u>10</u>	"	Wales	<u>1 1/2</u>	Ditto Bilge to Clamp	<u>1 1/2</u>
Top Timbers	<u>1 1/2</u>	<u>9 1/2</u>	"	Short Hoods	<u>6</u>	Hold Beam Clamps	<u>6 3/4</u>
Deck Beams No <u>29</u>	<u>1 1/2</u>	<u>11</u>	"	Topsides	<u>5</u>	Deck Beam Ditto	<u>8 1/2</u>
Hold Beams No <u>26</u>	<u>1 1/2</u>	<u>15</u>	"	Sheer Strakes	<u>5</u>	Ceiling 'twixt Decks	<u>5 1/4</u>
Keel	<u>15</u>	<u>16</u>	"	Plank Sheers	<u>5</u>	Hold Beam Shelves	<u>9 1/2</u>
Keelsons	<u>20 1/2</u>	<u>21</u>	"	Water-Ways	<u>1 1/2</u>	Deck Beam Ditto	<u>9 1/2</u>
Scarp of Ditto	<u>15 1/2</u>	<u>16 1/2</u>	"	Upper Deck	<u>1 1/2</u>	Lower Deck <u>8 1/2</u>	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper	Iron		Copper	Iron		Copper	Iron
Heel-Knee, and Deadwood abaft	<u>1 1/4</u>	<u>1 1/4</u>	Transoms and throats of Hooks	<u>1 1/4</u>	<u>1 1/4</u>	Lower Pintle of the Rudder	<u>3 1/2</u>	<u>1 1/4</u>
Scarp of Keel	<u>1 1/4</u>	<u>1 1/4</u>	Arms of Hooks	<u>1 1/8</u>	<u>1 1/8</u>	Hold Beam	<u>1 1/4</u>	<u>1 1/4</u>
Floor Timber Bolts	<u>1 1/4</u>	<u>1 1/4</u>	Bolts thro' Bilge & Limber Strakes	<u>1 1/8</u>	<u>1 1/8</u>	Deck Beam	<u>1 1/8</u>	<u>1 1/8</u>
Kelson ditto	<u>1 1/4</u>	<u>1 1/4</u>	Butt End Bolts	<u>1 1/8</u>	<u>1 1/8</u>	Shelves & Clamps	<u>1 1/4</u>	<u>1 1/4</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 36 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Chestnut and are free from all defects. The Floors consist of Elm 76 feet Oak 24 feet Tamarac The First Foothooks of Birch 58 feet Oak 24 feet Tamarac The Second Foothooks of Oak 24 feet Tamarac The Third Foothooks of Tamarac The Top Timbers of Tamarac The Shifts of the first and second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 1/2 feet The Frame is Square squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is Square The alternate Frames are all bolted together to the Gunwale. all Built in Frames N. B. If not, state how bolted. The Butts of the Timbers are 1/4 close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is Cross chocked with a Butt at each end of the chock. The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Tamarac Red Pine The Hold Beams of Chestnut Red Pine The Knees of Spruce

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm From the Light Water Mark to the Wales Red Pine & Tamarac The Wales and Black-strakes are Red Pine The Topsides Red Pine The Sheer-strakes Oak and Plank-sheers Oak The Water-ways Yellow Pine The Decks Yellow Pine State of Best order The Shifts of the Planking are not less than 5 1/2 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Shore between

**Planking Inside.**—The Limber-strakes are Elm the Bilge Planks Elm The Ceiling, Lower Hold, Elm Between Decks Red Pine Shelf Pieces Oak & Red Pine Clamps Red Pine

**Fastenings.**—To Hold Beams Spruce Lodging Knees Deck Beams Spruce Lodging Knees Number of Breasthooks 6 Yam Oak Pointers 1 pair Oak Crutches 2 Tamarac Butts End Bolts are of Gold Mutar in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Yam & Elm How Made Shore General Quality of Workmanship Good

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

Builder's Signature John Lamin Jr Surveyor's Signature Thomas H. Knison



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.			Fathoms.	Inches.		No.	Weight.	
<i>One single Suit of pieces including 3 Studding Sails</i>	Fore Sails,	Chain .....	90	1 3/4	Bower, .....	1	33-3-14	Wood
	Fore Top Sails,	Hempen Stream Cable <sup>24 and cut 600</sup> .....	30	1 3/8			32-2-16	Sticks
	Fore Topmast Stay Sails,	Hawser .....	90	1 3/4	Stream, .....			
	Main Sails,	Towlines .....	90	9				
	Main Top Sails,	Warp .....	75	8	Kedge, .....		none	
and		All of _____ quality.						

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has One Long Boat and Polly Boat

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps Cast Metal

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

This ship is framed single floor lower footboard ordinary way. The timber is good well put together. The outside plank is generally good in quality but in the inner surface of some of the Replains there is some sap. The shelled clamps are good well fayed & canned & bolted. The Beams are good & are bolted into clamps & knees well fitted & bolted. The seats & Bight Pulleys are bolted into timbers before planing. The Limber Strakes are bolted from outside with iron punched up. The lower Hooks & Catches are bolted 1/2 with metal & 1/2 with iron punched up. The Work remains ship generally is good. When knees & riders are fitted I think her entitled to be classed C-A-F.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed C A F

The Amount of the Fee.....£ 3 : : is received by me, J M

Special .....£ 36 : 15 : 6

Certificate (if required) .....£ : :

Committee's Minute \_\_\_\_\_ 185 \_\_\_\_\_

Character assigned \_\_\_\_\_



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