

No. 347 Survey held at Sunderland
on the Snow "Heber"

Date 31st Oct. 1835
Master R. D. Dodd

Tonnage 226 Built at Sunderland

When built February 1831

By whom built William Gales

Owners The J. & Robert Brown

Port belonging to Sunderland

Destined Voyage London

If Surveyed Afloat or in Dry Dock on Patent Ways

Length aloft.....	Feet. 52 Inches. 6	Extreme Breadth	Feet. 25 Inches. 3	Depth of Hold	Feet. 15 Inches. 6 1/2	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each 12 1/2	Inches. Middle 12 Inches. Ends 9	Outside.	Inches.	Inside.	Inches.
Floors.....	sided 12	Moulded 12 9	Keel to Bilge	3	Foot Waling.....	3
1 st Foothooks.....	" 11 1/2	" 8	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	" 8 1/2	" 7 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto.....	at Wales 7 1/2	" 7	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	"	Topsides	2 1/2	Hold Beam Clamps	3
19 Deck Beams	" 9	" 8 1/2	Sheer Strakes	3	Deck Beam Ditto.....	2 1/2
11 Hold Beams	" 10 1/2	" 10 1/2	Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel in 3 lengths of Stem & Post & Ch. & L. Ch.	" 10	" 8	Water-ways	3 1/2	Hold Beam Shelves	12 1/2
2 Kelsons	" 11 1/2	" 28	Upper Deck	3	Deck Beam ditto	11 1/2

Copper.	Inches.	Size of Bolts in Fastenings.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....			Hold Beam.....	
Scarphs of Keel.....	N ^o .	Butt End Bolts.....			Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....				
Kelson ditto.....					same in Iron above the Copper.....	
Transoms and throats of Hooks.....						
Arms of Hooks.....						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is about 2 Inches. The Space between the Top-timbers is rather Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English and Foreign Oak and are all free from all defects, well squared and sound.

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

Her other Foothooks and Top Timbers of English & Foreign Oak.

Her Shifts of the first and second Foothooks are not less than 3/8 to 1/2 feet N.B. When reported by you less than the prescribed Rule, then state how many, as far as can be seen appears well shifted.

The rest of the Shifts of the Frame are not seen.

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well sided and squared as far as can be seen and appears all sound and good.

The alternate Frames are bolts together.

The Butts of the Timbers are chusen close together; their thickness not less than 2 1/2 of the entire moulding at that place.

The Frame is chock chocked with a Butt at each end of the chock, at the Stern and all well seated & fitted.

The Main Kelson is composed of American Oak and the False Kelson of American Oak.

The Scarphs of the Kelsons are not less than 8 feet — inches.

The Deck and Hold Beams are composed of Deck Beams of Eng. Oak, Hold Beams of Am. & Foreign Oak, all of good sound timber.

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

From the first Foothook Heads to the Light Water Mark of American Elm & Beech.

From the Light Water Mark to the Wales of Foreign Oak.

The Wales and Black-strakes are of Foreign Oak.

The Topsides of Foreign Oak.

The Sheer-strakes of Foreign Oak.

The Gunwales of Foreign Oak Water-ways of Foreign Oak.

The Shifts of the Planking are not less than 2 Strakes through N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Scant from 4 to 5 feet without a thick through.

Planking Inside.—The Clamps are composed of Foreign Oak the Stringers of American Oak.

The Bilge Planks of Foreign Oak and the remainder of the Ceiling of Foreign Oak.

Fastenings.—To Hold Beams in Ten Haple round one Timber with American Oak shill, above & below.

Deck Beams Double 1000 Ledge knees, on Am. Oak shill underneath & 2 Waterways let down in Beams.

Number of Breasthooks Five below main Deck Pointers Two Crutches fourteen knees in each quarter.

Butts End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Reasonably good throughout.

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

Builder's Name

Surveyor's Name

John P. Denton

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

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .	cut	cut
2	Fore Sails, 1 New	180	Chain	1 1/2	3	Bower, 10 1/4	10 - 9 1/2
2	Fore Top Sails, 1 New		Hempen Stream Cable	1 1/2	1	Stream, 3	
2	Fore Topmast Stay Sails, 1 New	60	Hawser	1 1/2	1	Kedge, 1 1/4	
1	Main Sails, in good repair	75	Towlines	8		All of proper weight.	
2	Main Top Sails, 1 New	75	Warp	5			
and is well found in the			All of <u>good</u> quality.				

Her Standing and Running Rigging is in good order sufficient in size and good in quality.

She has Clink built (oak) Long Boat and Skiff. Two fastened in good order

The present state of the Windlass is good Capstan good and Rudder with 4 Iron Bars in good & sufficient
John W. Denton

General Remarks—Statement and Date of Repairs.

Timbering

Frame of Ship as far as can be seen is of good scantling very well secured & squared and in sound and good, Deck knees & blocks a fair length in the arms sound & good, Transoms and Counter Timbers well squared and good, Timber Heads, Steamchairs and Standing work on Deck all sound and good, Keel & Kelsons in good order.

Planking

The W Ways, Spunketing, Plank Sheen, Sheen Sheeks, Topside Walls & Corners, also the Plank and Greenish outside down to the keel, is all sound and good, Inside Plank all sound and good, Decks of Red Pine & Laminas in good order.

Fastenings

The Upper and Lower Deck fastenings, Hooks, Laminas knees & Points pieces are all firm and substantial, and all well and sufficiently bolted & clinched, Nut ends are fast with one short Bolt and one Laminas, Ribs are well & sufficiently bolted & clinched, All Iron fastenings throughout.

Repairs at present to be made average as follows viz

9 New Floors, 14 of feet footboards, with all the floor ends carp chinks ends buttressed, Deck Beam & 14 knees, 2 Hold Beams and pent New Shells, Hold & Deck Beam Shells extra Bolted, entire New Kelsons, about 700 feet of New Ceiling, Ribs Bolted through and clinched, 5000 new Greenish, Thoroughly hauled and overhauled from keel to gunwale also 2 New Points abaft and Ceiling hauled up to top of Mast.

Elms & Buck to right marks

in other respects equal to A1
9/10

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Specimen of opinion this Vessel should be Classed 7 A.1.

The Amount of the Fee £ 1 : 1 : 0 is received by me,

John W. Denton

Committee Minute 13 November 1835

Character assigned A1 for 7 years

John W. Denton