

No. 1546 Survey held at Sunderland Date February 1845  
on the Schooner "Hector" Master J. Graham  
Tonnage 191 Built at Sunderland When built 1839-40  
By whom built Noble & Co. Owners R. Hudson & Co.  
Port belonging to Sunderland Destined Voyage Coastwise  
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 77	Inches. 6	Extreme Breadth	Feet. 24	Inches. 0	Depth of Hold	Feet. 12	Inches. 0
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	10	Inches. Middle Ends	Outside.	Inches.	Inside.	Inches.	
Floors	sided	9 1/2	Moulded 10 8 1/2	Keel to Bilge	2 1/2	Foot Waling	3	
1 <sup>st</sup> Foothooks	"	7 1/2	" 8	Bilge Planks	4	Bilge Planks	1 1/2	
2 <sup>nd</sup> Ditto	"	7 1/2	" 7 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2	2
3 <sup>rd</sup> Ditto	"	7 1/2	" 7	Wales	4	Ditto Bilge to Clamp	2 1/2	2
Top Timbers	"	6 1/2	" 1 1/2	Topsides	2 1/2	Hold Beam Clamps	1 1/2	
Deck Beams	N <sup>o</sup> . of 17	" 7 1/2	" 1 1/2	Sheer Strakes	3	Deck Beam Ditto	3	
Hold Beams	N <sup>o</sup> . of 8	" 9 1/2	" 9 1	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2	
Keel	"	10 1/2	" 9	Water-Ways	4	Hold Beam Shelves	15 1/2	1 1/2
Kelsons	"	10 1/2	" 22	Upper Deck	2 1/2	Deck Beam Ditto	10 1/2	3

<b>Copper.</b>		Inches.	<b>Size of Bolts in Fastenings.</b>		Inches.	<b>Iron.</b>		Inches.
Heel-Knee, and Dead Wood abaft	"	1	<b>Copper.</b>		"			"
Scarphs of Keel	N <sup>o</sup> . 9	3/8	Bolts thro' the Bilge and Foot Waling		3/4	Hold Beam		3/4
Floor Timber Bolts	"	7/8	Butt End Bolts		5/8	Deck Beam		3/4
Kelson ditto	"	1 1/2	Lower Pintle of the Rudder		2 1/2			
Transoms and throats of Hooks	"	1				same in Iron above the Copper		
Arms of Hooks	"	1 1/2						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 1 1/4 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of Port & Eng<sup>l</sup> Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign & English Oak and are app<sup>ro</sup>xi free from all defects. The Floors and first Foothooks are composed of Eng<sup>l</sup> and Foreign Oak Timber. The other Foothooks and Top Timbers of Eng<sup>l</sup> and Port Oak. The Shifts of the first and second Foothooks are not less than 3 1/4 to 3 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair. The Frame is indiffer<sup>ent</sup> squared from the first Foothook Heads upwards, and part copper free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 6<sup>th</sup>. N. B. If not, state how bolted. to 2<sup>d</sup> heads. The Butts of the Timbers are mostly close together; their thickness not less than 1/4 to 1/2 of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>ic</sup> Oak and the False Kelson of Amer<sup>ic</sup> Oak. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Foreign Oak except 2 of English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer<sup>ic</sup> Elm. From the first Foothook Heads to the Light Water Mark of Amer<sup>ic</sup> Elm. From the Light Water Mark to the Wales of Stettin Oak. The Wales and Black-strakes are of Stettin Oak. The Topsides of Stettin Oak. The Sheer-strakes and Plank-sheers of Stettin Oak. The Water-ways of Stettin Oak. The Decks of Yellow Pine State of     . The Shifts of the Planking are not less than 4 to 5 Feet 0 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 2 and 3 between

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Foreign Oak. Between Decks of Foreign Oak. Shelf Pieces of Heaven Oak. Clamps of Stettin Oak. **Fastenings.**—To Hold Beams Shen Binder round one Timber Shelf on top & 4 Iron Iron Ranging Noses. Deck Beams One Wood Lodging Nouse and one Iron Lug Nouse Double Wood Lodging Nouses at the Ends. Number of Breasthooks Three & Square Pointers on frame Crutches 2 Wood Square Pieces each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is well bolted through and clenched. General Quality of Workmanship Rough in frame.

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

Builder's Name

Surveyor's Name

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.





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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	3	Bower, 8 1/2 : 8 : 8
2	Fore Top Sails,	75	Hempen Stream Cable .....	6 3/4	1	Stream, 3. 1. 4
2	Fore Topmast Stay Sails,	60	Hawser .....	3 1/2	1	Kedge, 1. 1. 8
1	Main Sails,	80	Towlines .....	5		
1	Main Top Sails,	80	Warp .....	4		
1	and sufficient others.		All of .....			

Her Standing and Running Rigging is Scrup well fit sufficient in size and good in quality.

She has One Long Boat and Skiff.

The present state of the Windlass is Suff Capstan which Suff and Rudder is Brass Suff with extra purchase.

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

The Frame is thru throughout with English & Foreign oak, principally latter the Foreign oak runs generally well squared and suff scantling, English oak indifferently squared and sappy and mostly light scantling, particularly bow cants & top timbers and in the quarters which are also not well shipt, a few timbers on each side run fox and inferior quality, several 2<sup>d</sup> & 3<sup>d</sup> as not shipt down and run thin points, also a few on each side shot shipt by rule. House timbers and knigh heads well squared.

Beams are mostly good in quality of the kind and are all well squared, most of the deck Beams are cut from themed oak logs, knees are Eng & Foreign oak knives, good lengths in the Beam arm, several are cut from large timber, and are grain cut, and wavy on one side.

Planking appears generally of fair quality all cut from logs 2 to 3 planks on each side fox and inferior, tolerably well wrought 2<sup>d</sup> & 3<sup>d</sup> butts on each side shot by rule, scenails are of English oak good in quality. Ceiling blank of fair quality tolerably well wrought shipt and secured. Fastenings appear all sufficient and well secured.

Commenced Building in October 1839 Launched in February 1840  
Surveyed as follows  $\frac{6}{12}$   $\frac{12}{12}$   $\frac{20}{12}$   $\frac{13}{1}$   $\frac{31}{1}$

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

I am of opinion this Vessel should be Classed 6 A 1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Thos. B. Simy  
Special .....£ : :

Committee's Minute 18<sup>th</sup> Feby 1840

Character assigned A 1 for 6 years