

No. 5601 Survey held at Sunderland Date July 19 1855
on the Ship "Hero" Master Grant
Tonnage Old 676 Built at Sunderland When built 1855 Launched June 14
By whom built Mr Geo Booth Owners Cumero & Potter
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft 46 9 Feet. 9 Inches. Extreme Breadth 31 Feet. 1 Inches. Depth of Hold 20 Feet. 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>13 1/2</u>	Moulded <u>13 1/2</u>	<u>11 1/2</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>4 1/2</u>
1st Foothooks.....	<u>13</u>	<u>11 1/4</u>	<u>11 1/4</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4 3/4</u>
2nd Ditto.....	<u>11 1/4</u>	<u>10 1/2</u>	<u>10 1/2</u>	Bilge to Wales	<u>4 1/4</u>	Ceiling in Flat	<u>3 1/4</u>
3rd Ditto.....	<u>10</u>	<u>10</u>	<u>10</u>	Wales	<u>5 1/4</u>	Ditto Bilge to Clamp	<u>3 1/4</u>
Top Timbers	<u>9 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Short Hoods	<u>3 1/4</u>	Hold Beam Clamps	<u>5</u>
Deck Beams N° <u>26</u> Average Space <u>4-9</u>	<u>10</u>	<u>10</u>	<u>10</u>	Topsides	<u>4 1/2</u>	Deck Beam Ditto	<u>3 1/4</u>
Hold Beams N° <u>23</u> Average Space <u>4-6</u>	<u>13</u>	<u>13</u>	<u>11</u>	Sheer Strakes	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	<u>14 3/4</u>	<u>14 3/4</u>	<u>14 3/4</u>	Plank Sheers	<u>4</u>	Hold Beam Strakes <u>10-5</u>	<u>10-5</u>
Keelsons	<u>16</u>	<u>16</u>	<u>16</u>	Water-Ways	<u>12 1/2</u>	Deck Beam Ditto	<u>3 1/2</u>
Scarphs of Ditto	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Upper Deck	<u>3 1/2</u>		

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1 5/16</u>	<u>1 5/16</u>	Transoms and throats of Hooks	<u>1 3/16</u>	<u>1 3/16</u>	Lower Pintle of the Rudder	<u>3 1/4</u>	<u>3 1/4</u>
Scarphs of Keel.....N° <u>0</u>	<u>1 5/16</u>	<u>1 5/16</u>	Arms of Hooks	<u>1 5/16</u>	<u>1 5/16</u>	Hold Beam	<u>1 3/4</u>	<u>1 3/4</u>
Floor Timber Bolts	<u>1 3/16</u>	<u>1 3/16</u>	Bolts thro' Bilge & Limber Strakes	<u>1 3/16</u>	<u>1 3/16</u>	Deck Beam	<u>1 3/4</u>	<u>1 3/4</u>
Keelson ditto	<u>1 3/16</u>	<u>1 3/16</u>	Butt End Bolts	<u>1 3/16</u>	<u>1 3/16</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 10 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, consist of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng. oak and are app^r free from all defects. The Floors consist of Hot^r & Eng. oak The First Foothooks of Hot^r & Eng. oak at ends Timber. The Second Foothooks of Eng. oak The Third Foothooks of Eng. oak The Top Timbers of Eng. oak The Shifts of the first and second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient The Frame is well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared The alternate Frames are all bolted together to the Gunwale. Wales N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/16 of the entire moulding at that place. The Frame is crips chocked with quo Butt at each end of the chock. The Main Keelson is Green heart and free from all defects. The False Keelson is Green heart The Deck Beams consist of Eng. oak & Teak The Hold Beams of Teak & Eng. oak The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Ames^a elm From the above named Height to the Light Water Mark Dan^c & Hot^a oak From the Light Water Mark to the Wales Dan^c & Hot^a oak The Wales and Black-strakes are Teak & Eng. oak The Topsides Teak & Eng. oak The Sheer-strakes Teak & Eng. oak and Plank-sheers Teak The Water-ways Teak The Decks Yellow Pine State of good The Shifts of the Planking are not less than Five Feet 1 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 Three between

Planking Inside.—The Limber-strakes are Dan^c & Hot^a oak the Bilge Planks Dan^c & Hot^a oak The Ceiling, Lower Hold, Dan^c & Hot^a oak Between Decks Dan^c oak Shelf Pieces Dan^c oak Clamps Dan^c oak

Fastenings.—To Hold Beams Iron staple knees, and Green pair of knee riders,

Deck Beams Dowelled and bolted through shelf and waterway, iron staple knees in mast rooms, and an iron hanging knee to each beam end
Number of Breasthooks seven Pointers One pair Crutches One
Butts End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. oak & iron How Made Turned
General Quality of Workmanship Good

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

Builder's Signature

George Booth

Surveyor's Signature

Thomas Lawrence
Lloyd's Register
Foundation

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	97 1/5	Bower,	3 29-0-20
2	Fore Top Sails,	Hempen Stream Cable	75 0 2		20-1-14
2	Fore Topmast Stay Sails,	Hawser	60 1	Stream,	1 27-0-4
2	Main Sails,	Towlines	75 6 2		6-0-12
2	Main Top Sails,	Warp	75 5 2	Kedge,	1 2-0-0
and <u>others as usual</u>		All of <u>good</u> quality.	75 4 2		

Her Standing and Running Rigging are sufficient in size and good in quality.

She has 1 Long Boat and 3 others

The present state of the Windlass is secure Capstan strong Rudder and Pumps efficient

General Remarks—Statement and Date of Repairs.

The flat of the upper deck, poop, and fore-castle of this ship, are fastened with mixed metal, and the whole of the outside planking with trenails and yellow metal bolts to the entire exclusion of iron. The heels of the cant timbers are also bolted through with yellow metal and clenched upon rings of the same material.

George Booth

If Sheathed, Doubled, Felted, or Coppered Sheathed with yellow metal & iron When last done

I am of opinion this Vessel should be Classed 10 C 11

The Amount of the Fee.....£ 5 : : is received by me,

Order No 145 Special£ 30 : 0 : "

Certificate (if required)£ : : -

Committee's Minute 31st July 1855

Character assigned 1st for 10 Years

Thomas Lawrence



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