

No. 2483 Survey held at Andros Date 29th March 1848
 on the New Sloop "Hercules" Master John A. Wilson
 Tonnage 325 old 342 new Built at Andros When built 3rd March 1848
 By whom built Sarr & Shearer Owners Thos. Shaw & others.
 Port belonging to Andros Destined Voyage Clyde & Valparaiso
 If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>106</u> Inches. <u>4/10</u>	Extreme Breadth	Feet. <u>23</u> Inches. <u>3/10</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>1/10</u>
Scantlings of Timber.					
Timber and Space	each <u>22</u>	Inches. <u>10 1/2</u>	Moulded <u>12 1/2</u>	Thickness of Plank.	
Floors	sided	<u>9 1/2</u>	<u>10</u>	Outside.	Inside.
1 st Foothooks	"	<u>9</u>	<u>9</u>	Keel to Bilge	Foot Waling
2 nd Ditto	"	<u>8</u>	<u>7 1/2</u>	Bilge Planks	Bilge Planks
3 rd Ditto	"	<u>7 1/2</u>	<u>6 3/4</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	"	<u>9 1/2</u>	<u>9</u>	Wales	Ditto Bilge to Clamp
Deck Beams N ^o <u>22</u>	Average Space	<u>11</u>	<u>11</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o <u>18</u>	Average Space	<u>12 1/2</u>	<u>14</u>	Sheer Strakes	Deck Beam Ditto
Keel	"	<u>13</u>	<u>13 1/2</u>	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"			Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron.			Copper or Iron.		
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam
Scarphs of Keel	N ^o . <u>7</u>	<u>8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam
Floor Timber Bolts	<u>1 1/2</u>	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>	
Kelson ditto	<u>1 1/2</u>	<u>1</u>			
Transoms and throats of Hooks	<u>1 1/2</u>	<u>1</u>			
Arms of Hooks	<u>1 1/2</u>	<u>1</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Mahogany the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are — free from all defects. Timber.

The Floors and first Foothooks are composed of British Oak

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 4 ft 6 in to 4 ft 3 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are free

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all very well squared

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/3 & 1/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross chocks, butt hips, full butts & Scarphs.

The Main Kelson is composed of East India Teak and the False Kelson of Quebec Oak

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

The Deck and Hold Beams are composed of British & African Oak, and Mahogany.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock Elm.

From the first Foothook Heads to the Light Water Mark of Quebec and British Oak.

From the Light Water Mark to the Wales of Mahogany and British Oak.

The Wales and Black-strakes are of Mahogany & British Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of Mahogany The Water-ways of Red Pine

The Decks of Yellow Pine State of New.

The Shifts of the Planking are not less than 5 ft 6 in 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 three between the Bilge Planks of Quebec Oak

Planking Inside.—The Limber-strakes are composed of Quebec Oak Between Decks of Pitch Pine

The Ceiling, Lower Hold, of Quebec Oak Clamps of Quebec Oak

Shelf Pieces of Quebec Oak

Fastenings.—To Hold Beams Double iron lodging knees, stringer above beams and four pair

Deck Beams Diagonal iron knee riders, side arms down over Bilges.

Dowelled into shelf pieces, and a diagonal iron ranging knee to each beam.

Number of Breasthooks five below deck Pointers two iron Crutches one iron aft

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Yellow Metal bolted through and clenched.

General Quality of Workmanship very good.

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

Builder's Signature _____ Surveyor's Signature John A. Wilson

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 .	Cwt.	qrs.	lbs.
2	Fore Sails,	200	Chain	1 5/8	3	Bower,	19	3 " 23
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,	13	1 " 24
2	Fore Topmast Stay Sails,	75	Hawser	6 3/4	3	Kedge,	4	0 " 14
1	Main Sails,	75	Towlines	5			2	1 " 13
2	Main Top Sails,	50	Warp	3 1/4			2	2 " 18
and well found in other Sails			All of <u>Good</u> quality.					

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has a Long Boat and Sally boat and jig

The present state of the Windlass is Good Capstan double Winch and Rudder Good
With Patent Purchase Good Four beam pumps good

General Remarks—Statement and Date of Repairs.

Said on in August 1847. launched 3rd March 1848. Surveyed specially while building. Frame Welsh and Scotch oak of good quality, and well squared. Built wholly in frame. Shifts of timbers good. Cross cheeks, butt tipped, full butts and scarphs. Planking and ceiling of good quality. The mahogany wrought in the planking and other parts very good. Shifts of planking good. Number of beams, spaces and fastenings as described. Two iron pointers, and an iron centre aft. Side arms of iron knee riders, copper through bolted. Ridge butt and footwaling bolts, of Yellow metal, all through and clenched. The workmanship is good, and she is well finished. The stores and furnishings are complete, and of a good description. Certificate of ground tackle, herewith.

M^r. Creuze Surveyed her on his visit to this district in September last. the alterations suggested, and all his recommendations have been fully complied with.

Deck Beam Spaces, North to first Beam 11in. + 3ft. 6in. + 3ft. 11in. + 3ft. 11in. + 4ft. + 3ft. 11in. + 3ft. 11in. + 4ft. 2in. + 3ft. 11in. + 4ft. + 8ft. 6in. M.H.
+ 4ft. + 3ft. 11in. + 4ft. + 3ft. 10in. + 3ft. 10in. + Break beam, and Six Quarter deck beams.

Hold Beam Spaces North to first Beam 3ft. 2in. + 4ft. 6in. + 7ft. 2in. + 4ft. 8in. + 3ft. 11in. + 7ft. 6in. + 4ft. + 8ft. 6in. M.H.
+ 3ft. 10in. + 7ft. 9in. + 3ft. 11in. + 3ft. 11in. + 4ft. + and five Cabin deck beams.

If Sheathed, Doubled, Felted, or Coppered Yellow Metalled over paper to the wales When last done and over two lower wale strakes.

I am of opinion this Vessel should be Classed "10A1"

The Amount of the Fee.....£ 4 : " : " is received by me,

Special£ 16 : 5 : "

Certificate (if required)£ " : 10 : "

Committee's Minute 4th April 1848

Character assigned 1 pr 10 Gun

Certificate to be sent to Capt. Wilson, care of Messrs M. Callum & Graham
Miller Street Glasgow