

# IRON SHIPS.

No. 4150 Survey held at Port Glasgow

Date 9<sup>th</sup> March

1860

on the Steam Ship "Hesperus" pro tem Master

Tonnage Gross 865<sup>100</sup> Engine Room 276<sup>82</sup> Register 588<sup>34</sup> Built at Port Glasgow

When Built 25<sup>th</sup> Jan'y 1860 By whom built Laurence Hill & Co Owners Laurence Hill & Co

Port belonging to Port Glasgow Destined Voyage

If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	211 <sup>3</sup>		.....	30 <sup>7</sup>		.....	19 <sup>10</sup>		.....	165. Two Engi
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.
Stem, if bar iron, moulding and thickness	18	✓ 18	18	✓ 18	8	8x3	✓ 8x3	8	8x3	8
if plate iron, breadth and thickness										
Stern-post, if bar iron, moulding and thickness	4 <sup>1</sup>	✓ 4 <sup>1</sup>	3	✓ 3	8	9x5 aft	✓ 9x5	8	9x5	8
if plate iron, breadth and thickness										
Keel, if bar iron, depth and thickness	20	✓ 20	10	✓ 10	8	8x3	✓ 8x3	8	8x3	8
if plate iron, breadth and thickness										
Garboard Plates, thickness	3	✓ 3	3	✓ 3	8	12	✓ 12	8	12	8
From Garboard to upper	4 <sup>1</sup>	✓ 4 <sup>1</sup>	3	✓ 3	8	12	✓ 12	8	12	8
part of Bilge										
From upper part of Bilge	3	✓ 3	3	✓ 3	8	12	✓ 12	8	12	8
to Sheerstrakes										
Sheerstrakes										
Breadth & thickness of Butt	3	✓ 3	3	✓ 3	8	8x2	✓ 8x2	8	8x2	8
Straps to outside plating										
Planksheers	7 <sup>1</sup>	✓ 7 <sup>1</sup>	8	✓ 8	8	12x6 <sup>1</sup>	✓ 12x6 <sup>1</sup>	8	12x6 <sup>1</sup>	8
Gunwale Plate or Stringer						22x22	✓ 22x22	8	22x22	8
on ends of Up. Dk Beams						5x4x8	✓ 5x4x8	8	5x4x8	8
Angle Iron on ditto										
Waterway										
Deck										
Ceiling in Hold										
Ceiling betwixt Decks										
Beam Clamps										
Shelf										
Stringer Plates on										
Lower Dk Beams										
Ceiling between Decks										
Stringer or Tie Plates out-										
side Hatchways										
Deck Beam Clamps										
Shelf										
Stringers in Hold										
Deck, Lower										
Deck, Upper, how fastened to Beams										

ransoms, material Iron or, if none, in what manner compensated for.

night-heads Iron Bulkheads, N°. Six Thickness of 8

awse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

The Frames or Ribs extend in one length from Keel to Summit rivetted through plates with ( 7 in.) rivets, about ( 6 to 7 ins.) apart.

The reverse angle irons on the floors extend in one length across the middle line from 3 feet on each side to Summit and Hold Beams alternately

Keelson, how are the various lengths of plates or angle irons connected? Well shifted and rivetted together

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 1/8 ins.) diameter averaging ( 3 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1 in.) thick, or clencher, double or single rivetted; rivets ( 7 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( 1/2 in.) thick, double or single rivetted; rivets ( 7 in.) diameter, averaging ( 2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to planksheer, worked carvel with a lining piece ( 1 in.) thick, double or single rivetted; rivets ( 7 in.) diameter, averaging ( 2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Butts from bilge to planksheers, worked carvel with a lining piece ( 1/2 in.) thick, or clencher, double or single rivetted; rivets ( 7 in.) diameter averaging ( 2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 ) Breadth of laps in single rivetting ( )

Planksheer, how secured to the plating of the sides Explain by sketch, if necessary.

Waterway planksheer and to the Beams how secured?

Side trussing breadth and thickness of plates how secured?

Deck trussing Plates fore and aft each side of Hatchways 12x12 inch, 4 diagonal plates

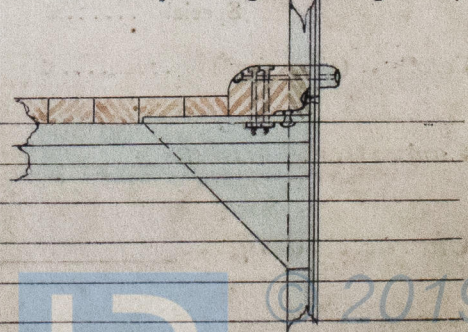
Deck Beams, how secured to the side? By plate knees 20x16 inch

Hold or Lower Deck Di Di

Paddle crutches how are pointers compensated?

No. of breasthooks Four crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Scottish Steel



Builder's Signature

Laurence Hill & Co  
Lloyd's Register  
Foundation

IRON434-0197



2101  
**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid  
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her 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> .	Weight.
	Fore Sails,	Chain .....	300	1 1/4	Bowers... <u>X</u> <u>Anderson's patent</u> ...	3	28
	Fore Top Sails,	Hempen Stream Cable .....	90	10			28
<u>X</u> <u>One</u> <u>Swit</u>	Fore Topmast Stay Sails,	Hawser .....	90	8	Stream, <u>X</u> <u>Anderson's patent</u> ...	1	9
<u>✓</u>	Main Sails,	Towlines .....	90	5			28
	Main Top Sails,	Warp .....			Kedge..... <u>Ordinary</u> ...	2	6
and		All of <u>Good</u> quality.					

Her <sup>rigging wire</sup> Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Four others

The present state of the Windlass <sup>with patent purchase</sup> is Good Two Capstans Good and Rudder Good Pumps Four lead, Good

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets**

DATES of Surveys held while building, as per Section 17. {  
1st. On the several parts of the frame, when in place, and before the plating was wrought  
2nd. On the plating during the progress of rivetting  
3rd. When the beams were in and fastened, and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated  
5th. After the ship was launched  
} Specially surveyed

*The poop sides are in two thicknesses from the gunwale to the topgallant rails, the plating of each being 1/4 inch thick agreeably to the sanction of the Committee contained in the Secretary's letter of 15<sup>th</sup> January 1859; the bulwarks to ditto are 1/2 x 1/4 inch, and the plating is shifted and wrought in an efficient manner. Testing certificates of Chain cables have been produced. Engineer's certificate herewith*

In what manner are the surfaces preserved from oxidation? By two coats of red lead inside, and three coats of red lead outside and one coat of Peacock's patent composition on bottom

I am of opinion this Vessel should be classed 12 A 1

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

Special .....£ 43 : 5 : "

\*Certificate (if required) .....£ " : " : "

\*Committee's Minute 3<sup>rd</sup> April 1865

Character assigned 1 for 12 Years

*I concur in the above recommendation*

20 April 1865



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