

IRON SHIPS.

No. 2824 Survey held at Newcastle Date 27 October 1862
on the Iron Steamer "Hesper" Master Johnston

Tonnage Gross 140.88 Engine Room 39.44 Register 104.37 Built at Newcastle

When Built 1862 By whom built M. Richardson & Co Owners London Brighton

Port belonging to London Destined Voyage Dieppe

Surveyed Afloat or in Dry Dock and while running

Length aloft 110 Feet. Inches. Extreme Breadth 14 Feet. Inches. Depth from top of Upper Deck } Beam to top of Floor 9 Feet. Inches. Power of Engines 32 Horse No.

	Inches in Ship.			Inches required per Rule.				Inches in Ship.			Inches required per Rule.		
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.		Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>18</u>			<u>18</u>			Stem, if bar iron, moulding and thickness	<u>6</u>	<u>1 1/2</u>	<u>5 1/2</u>	<u>1 1/2</u>		
							if plate iron, breadth and thickness						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	Stern-post, if bar iron, moulding and thickness	<u>7</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>3</u>		
depth and thickness of Floor Plate at mid line	<u>10 1/2</u>	<u>5 1/2</u>		<u>5 1/2</u>			if plate iron, breadth and thickness						
depth and thickness of Floor Plate at Bilge Keelson	<u>6</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>			Keel, if bar iron, depth and thickness	<u>6</u>	<u>1 1/2</u>	<u>5 1/2</u>	<u>1 1/2</u>		
Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	if plate iron, breadth and thickness						
Frames, Size of Angle Iron, single or double	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	Garboard Plates, thickness		<u>5 1/2</u>	<u>5 1/2</u>			
Reversed Iron, if to every frame or every	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	From Garboard to upper part of Bilge		<u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>		
Beams, Deck (No. 29) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>5</u>	<u>4</u>	<u>7 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>3 1/2</u>	From upper part of Bilge to Sheerstrakes		<u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>		
depth & thickness of plate amidships							Sheerstrakes		<u>5 1/2</u>	<u>5 1/2</u>			
double or single Angle Iron, on lower edge							Breadth & thickness of Butt Straps to outside plating		<u>4 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>	
average space between	<u>3 feet</u>			<u>3 feet</u>			Planksheers						
if wood (No.) sided & moulded							Gunwale Plate or Stringer on ends of Up. Dk Beams		<u>1 5/8</u>	<u>6 1/4</u>	<u>12 3/4</u>	<u>5 1/4</u>	
Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top							Angle Iron on ditto		<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
depth & thickness of plate amidships							Waterway		<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
double or single Angle Iron, on lower edge							Deck		<u>5</u>	<u>5</u>			
average space between							Ceiling in Hold		<u>5</u>	<u>2 1/2</u>	<u>1</u>	<u>(2 1/2)</u>	
if wood (No.) sided & moulded							Ceiling betwixt Decks		<u>2 1/2</u>	<u>2 1/2</u>			
Paddle, wood, sided and moulded or if Iron, size of Plate							Beam Clamps		<u>4</u>	<u>1 1/2</u>	<u>Spanning</u>		
Engine							Shelf						
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	Stringer Plates on ends of Hold or Lower Dk Beams						
Side or Bilge	<u>14</u>	<u>5 1/2</u>					Ceiling between Decks						
Number	<u>23</u>	<u>2 1/2</u>	<u>5 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5 1/2</u>	Stringer or Tie Plates outside Hatchways		<u>5 1/2</u>	<u>1 5/8</u>	<u>5 1/2</u>	<u>5 1/2</u>	
							Deck Beam Clamps						
							Shelf						
							Stringers in Hold						
							Deck, Lower						
							Deck, Upper, how fastened to Beams						

Transoms, material Plates or, if none, in what manner compensated for.

Knight-heads " " Bulkheads, No. Three Thickness of 5 1/2 - 4 1/2 inches
Hawse Timbers " " are they free from defects? " how secured to the sides of the ship between transoms

The Frames or Ribs extend in one length from Keel to Stem rivetted through plates with (5/8 in.) rivets, about (5) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Stem rivetted through plates with (5/8 in.) rivets, about (5) apart.

Keelson, how are the various lengths of plates or angle irons connected? Rivetted between transoms

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (5/8 in.) diameter averaging (2 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) 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 (5/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, }

Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured? See framing of

Deck trussing Diagonal " 7 x 3 1/4 " " rivetted on top of beams

Deck Beams, how secured to the side? Single plate keels, rivetted to beams & transoms

Hold or Lower Deck " "

Paddle " "

No. of breasthooks 23 crutches 23 how are pointers compensated?

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

Standard. Top & bottom rivetted to "and"

2 1/2. Richardson & Co. Ltd. & Co.

Builder's Signature Johnston

IRON436-0068

2938 Iron
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? in the length

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 ^o .			Fathoms.	Inches.		N ^o .	Weight.
<u>One</u>	Fore Sails,	Chain <u>Prop. Steam</u>	<u>150</u>	<u>13 1/4</u>	Bower,	<u>2</u>	<u>6.2.0</u>
<u>Complete</u>	Fore Top Sails,	<u>Hemp</u> Stream Cable	<u>50</u>	<u>9 1/4</u>	Stream,	<u>1</u>	<u>2.1.0</u>
<u>and</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>5 1/2</u>	Kedge,	<u>1</u>	<u>1.0.0</u>
<u>and</u>	Main Sails,	Towlines	<u>90</u>	<u>3 1/2</u>			
<u>and</u>	Main Top Sails,	Warp	<u>25</u>	<u>6 1/2</u>			
<u>and</u>	and other rigging	All of <u>good</u> quality.					

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

She has Two Long Boat and One 21' and 16'

The present state of the Windlass is Complete Capstan Complete and Rudder Complete Pumps Complete Two on

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	<u>Built in place</u>
	2nd.	On the plating during the progress of rivetting	<u>Special Survey</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>See State of M. B. & C.</u>
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

This vessel is fitted with a water-ballast
Tank in Fore and After hold, & a strong
jet mode of construction.

In what manner are the surfaces preserved from oxidation? Red lead & Patent paint

I am of opinion this Vessel should be classed General

The amount of the Fee£ 2 : .. : is received by me,

Special£ 7 : .. :

Certificate (if required) phatent£ .. : .. :

Committee's Minute 31st October 1862

Character assigned A 1 for 9 years

I concur in the
above recommendation

30 Oct 1862



Lloyd's Register
Foundation