

No. 697 Survey held at London Date 27 April 1835
 on the Brig "Hesperus" Master Wm Sinclair
 Tonnage 197 Built at New Beamswick When built 1827
 By whom built _____ Owners xxx xxxxx Robert Brown
 Port belonging to London Destined Voyage London to London
 If Surveyed Afloat or in Dry Dock Afloat 11 July 1835

Length aloft.....	Feet. <u>80</u> Inches. <u>3 1/2</u>	Extreme Breadth.....	Feet. <u>23</u> Inches. <u>3</u>	Depth of Hold.....	Feet. <u>14</u> Inches. <u>6</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	Inches	Inches Middle	Inches Ends	Outside.	Inside.
Timber and Space.....	each			Keel to Bilge.....	Foot Waling.....
Floors.....	sided	Moulded		Bilge Planks.....	Bilge Planks.....
1 st Foothooks.....	"	"	"	Bilge to Wales.....	Ceiling in Flat.....
2 nd Ditto.....	"	"	"	Wales.....	Ditto Bilge to Clamp.....
3 rd Ditto.....	"	"	"	Topsides.....	Hold Beam Clamps.....
Top Timbers.....	"	"	"	Sheer Strakes.....	Deck Beam Ditto.....
Deck Beams.....	"	"	"	Plank Sheers.....	Ceiling 'twixt Decks.....
Hold Beams.....	"	"	"	Water-ways.....	Hold Beam Shelves.....
Keel.....	"	"	"	Upper Deck.....	Deck Beam ditto.....
Kelsons.....	"	"	"	<i>Yellow pine 10000 in wale of main in parts patched and in midships in wale of old topgallant</i>	

Size of Bolts in Fastenings.

Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
Scarphs of Keel.....	Butt End Bolts.....	Deck Beam.....
Floor Timber Bolts.....	Lower Pintle of the Rudder.....	
Kelson ditto.....		
Transoms and throats of Hooks.....		
Arms of Hooks.....		same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Pine and are _____ free from all defects. *as far as visible*

Her Floors and first Foothooks are composed of _____ Timber.

Her other Foothooks and Top Timbers of _____

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of cannot see and the False Kelson of _____

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

The Deck and Hold Beams are composed of _____

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of Pine in fair order

The Topsides of Pine one plank starboard side amidships fastened by a plank apparently

The Sheer-strakes of Pine one plank starboard side amidships apparently by a plank & defective

The Gunwales of Pine had in parts left Water-ways of Pine appear good

The Shifts of the Planking are not less than 4 feet 3 inches N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Pine the Stringers of Pine

The Bilge Planks of cannot see and the remainder of the Ceiling of is only a small part. Pine work

Fastenings.—To Hold Beams double wood ledging knee & stringer about 33 feet between the lower and beams in midships

Deck Beams double wood ledging knee appear good

Number of Breasthooks cannot see Pointers cannot see Crutches cannot see

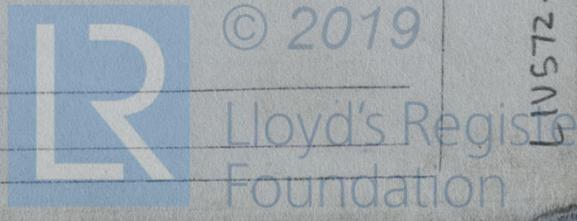
Butts End Bolts are of the same in the Bottom, and _____ Bolt in each Butt End through and clenched.

Bilge and Footwaling _____ bolted through and clenched.

General Quality of Workmanship all in sight very fine

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

Builder's Name _____
 Surveyor's Name _____



LIV572-0316

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .	Fathoms.		Inches.	N ^o .	
Fore Sails,	180	Chain	1 1/2 in. 90 fms 3/4.	3	Bower,
Fore Top Sails,		Hempen Stream Cable		Stream,
Fore Topmast Stay Sails,		Hawser	1	Kedge,
Main Sails,		Towlines		All of proper weight.
Main Top Sails,	70	Warp		
and <u>one blacked and suit</u>	70	All of <u>good</u> quality.			

Her Standing and Running Rigging is in good order sufficient in size and _____ in quality.

She has one Long Boat and two Bells Boats

The present state of the Windlass is good Capstan _____ and Rudder in good order

General Remarks—Statement and Date of Repairs.

Due notice has been given by me that she requires a stream anchor - the keelson pipes wants repairing the windlass body wants lining - the Deck Shear Blocks and bulk Shears repairing. Answer will do no more to her till she arrives at London.

With so much cargo on board could not make a complete survey. Shows a little motion on beam ends. In indifferent order. Appears safe for voyages not liable to the damage for short voyages only.

If Sheathed, Doubled, or Felted, single bottom and Date when last done _____

And me of opinion this Vessel should be Classed I

The Amount of the Fee.....£ 1 : 1 : 0 is received by me,

*Robert Hamilton
James Hall.*

Committee Minute 15 May 1835

Character assigned

F D
without figure
App



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