

No. 11546 Survey held at Liverpool Date 3 Aug 1852
on the Ship Hope Master George B. Lowe
Tonnage Old 747 Built at Minimiche When built 1851 Launched by
By whom built 785 Owner Rebolf
Port belonging to Liverpool Destined Voyage Port Phillip
If Surveyed while Building, Afloat, or in Dry Dock in dry Dock & Afloat

Length aloft	Feet. <u>148</u> Inches. <u>5</u> / <u>10</u>	Extreme Breadth	Feet. <u>28</u> Inches. <u>4</u> / <u>10</u>	Depth of Hold	Feet. <u>20</u> Inches. <u>3</u> / <u>10</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>26</u>	Inches. Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>2 1/2</u> Moulded <u>14 1/2</u>		Keel to Bilge	<u>4</u>	Limber Strakes	<u>6</u>
1 st Foothooks.....	" <u>11-12</u> "	"	Bilge Planks	<u>6</u>	Bilge Planks	<u>6 1/2</u>
2 nd Ditto.....	" <u>11-12</u> "	" <u>10</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>4 1/2</u>
3 rd Ditto.....	" <u>10</u> "	" <u>8</u>	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>4</u>
Top Timbers	" <u>9 1/2</u> "	" <u>7</u>	Short Hoods	<u>4 1/2</u>	Hold Beam Clamps	<u>8</u>
Deck Beams N ^o <u>26</u> Average Space } <u>4 feet 6"</u>	" <u>13</u> "	" <u>12</u>	Topsides	<u>4 1/2</u>	Deck Beam Ditto	<u>8</u>
Hold Beams N ^o <u>25</u> Average Space } <u>4 feet 5"</u>	" <u>13 1/4</u> "	" <u>12</u>	Sheer Strakes	<u>4</u>	Ceiling 'twixt Decks	<u>4 1/2</u>
Keel	" <u>13 1/2</u> "	" <u>15</u>	Plank Sheers	<u>4</u>	Hold Beam Shelves	<u>4 1/2</u>
Keelsons	" <u>14</u> "	" <u>38</u>	Water-Ways	<u>10 1/2</u>	Deck Beam Ditto	<u>4 1/2</u>
Scarp of Ditto	" <u>6 feet 6"</u>		Upper Deck	<u>3 1/2</u>		

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

Heel-Knee, and Deadwood abaft	Copper <u>2</u> Iron <u>2</u>	Transoms and throats of Hooks	Copper <u>2</u> Iron <u>2</u>	Lower Pintle of the Rudder	Copper <u>3 3/4</u> Iron <u>4</u>
Scarp of Keel.....N ^o .	Copper <u>2</u> Iron <u>2</u>	Arms of Hooks	Copper <u>2</u> Iron <u>2</u>	Hold Beam	Copper <u>2</u> Iron <u>2</u>
Floor Timber Bolts	Copper <u>2</u> Iron <u>2</u>	Bolts thro' Bilge & Limber Strakes	Copper <u>2</u> Iron <u>2</u>	Deck Beam	Copper <u>2</u> Iron <u>2</u>
Kelson ditto	Copper <u>2</u> Iron <u>2</u>	Butt End Bolts	Copper <u>2</u> Iron <u>2</u>		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inch. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Hardwood the Transoms, Aprons, Knight Heads, Hawse Timbers, and ~~Deadwood~~, of Hardwood and are free from all defects. The Floors consist of Black Birch & Hardwood The First Foothooks of Black Birch & Hardwood. The Second Foothooks of Hardwood The Third Foothooks of Hardwood The Top Timbers of Hardwood. The Shifts of the first and second Foothooks are not less than 1 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1. The Frame is 1 squared from the first Foothook Heads upwards, and 1 free from sap, and from thence downwards, the frame is 1. The alternate Frames are 1 bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are 1 close together; their thickness not less than 1 of the entire moulding at that place. The Frame is 1 chocked with 1 Butt at each end of the chock. The Main Keelson is Hardwood and free from all defects. The False Keelson is Hardwood & Pilot Pine. The Deck Beams consist of Hardwood The Hold Beams of Hardwood The Knees of Hardwood.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch. From the above named Height to the Light Water Mark Hardwood. From the Light Water Mark to the Wales Hardwood. The Wales and Black-strakes are Hardwood The Topsides Hardwood. The Sheer-strakes Hardwood and Plank-sheers Hardwood The Water-ways Hardwood. The Decks Yellow Pine State of Good. The Shifts of the Planking are not less than 5 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 3 between

Planking Inside.—The Limber-strakes are Pilot Pine the Bilge Planks Hardwood & Pilot Pine. The Ceiling, Lower Hold, Hardwood & Pilot Pine Between Decks Hardwood. Shelf Pieces Pine Clamps Hardwood.

Fastenings.—To Hold Beams wood double bedding knees and 23 pair of iron hanging knees; to 14 pair which Riders are attached, extending down to take two bolts into the substantial part of. Deck Beams wood double bedding knees and 23 pair of iron hanging knees.

Number of Breasthooks 8 Pair of Pointers 2 Pair of Crutches 2. Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treennails of Iron & Hardwood How Made Engine turned. General Quality of Workmanship Good.

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

Builder's Signature

Surveyor's Signature

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	<u>Fitted</u>	300	1 1/2	Bower,	3 32-2-0
2	Fore Top Sails,	Hempen Stream Cable		90	7 1/2		32-0-0
2	Fore Topmast Stay Sails,	Hawser		90	6	Stream,	1 31-0-10
2	Main Sails,	Towlines					12-0-0
2	Main Top Sails,	Warp		90	4 1/2	Kedge,	2
and well found in other		All of <u>Good</u> quality.					

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

*Timbers have been left out for the examination of the Timbers of the frame
most Trunnels have been driven out and found to be Good. And the vessel
has been band sheathed on full form. Near the upper part of the wales down 7 feet
To two of the hold beams in carrying masts cannot be properly put.*

*The black birch floors and first futtocks are in midships; and
are confined to within half the length of the hull. The hull is 144 feet.
A lower deck has been laid of 3" thick.*

Office No 11576

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on full When last done present time

I am of opinion this Vessel should be Classed A1

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

Special£ 2 : 2 : -

Certificate (if required)£ : 10 : -

Committee's Minute 6 Aug 1852

Character assigned
Sub Com 24 Aug 1852
Raised to 7 E 1

Lloyd's Register
Foundation