

ANNUAL SURVEYS.

No. 452 Survey held at London Date Oct 13 1848
on the Mt Hope Master Findlay
Tonnage 268 Built at Whitby When built 1828
By whom built — Owners Leslie
Port belonging to No Shields Destined Voyage Ballio
If Surveyed Afloat or in Dry Dock Commercial

Last Survey, No. 3137 Port of Newcastle Classed F.1

The present Condition of the

Decks <u>Good</u>	Treenails <u>Not seen</u>	Windlass and Capstan <u>efficient</u>
Waterways <u>Seams open</u>	Breasthooks and Stemson <u>Good</u>	Pumps <u>do</u>
Comings <u>Good</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>do</u>
Upper Deck Beams & Fastenings <u>Seams</u>	Timbers of the Frame <u>Not much seen</u>	Masts, Yards, &c. <u>do</u>
Lower Deck Beams & Fastenings <u>Movement</u>	Keelsons <u>Good</u>	Sails <u>do</u>
Planksheers <u>Good</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>3 B 15 1/2</u> <u>do</u>
Sheerstrakes <u>Indifferent</u>	Ceiling <u>fair</u>	Cables <u>do</u>
Topsides <u>do</u>	Rudder <u>Good</u>	Hawsers and Warps <u>do</u>
Wales <u>do</u>	Copper <u>—</u> When put on <u>44</u>	Standing & Running Rigging <u>do</u>
Plank (Bottom) and Counter <u>—</u>		

General Observations and Opinion.

The water tanks are open and the ship generally outside and upon deck is not in an efficient condition fit only for the purpose of goods not liable to sea damage and may be closed. F.1

Committee Minute 17th Oct 1848
Character assigned Reduced to F.1 Hours towing —
Water to open Notice to go off Certificate (if required)

No. 454 Survey held at London Date 1 Oct 1848
on the Ship Hermes Master Barclay
Tonnage 454 Built at London When built 1829
By whom built — Owners Thomson & Co
Port belonging to London Destined Voyage Jamaica
If Surveyed Afloat or in Dry Dock West India dock

Last Survey, No. 1163 Port of London Classed F.1

The present Condition of the

Decks <u>Noticed over</u> <u>Good</u>	Treenails <u>Good</u>	Windlass and Capstan <u>efficient</u>
Waterways <u>do</u>	Breasthooks and Stemson <u>do</u>	Pumps <u>do</u>
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>do</u>
Upper Deck Beams & Fastenings <u>Seams</u>	Timbers of the Frame <u>do</u>	Masts, Yards, &c. <u>do</u>
Lower Deck Beams & Fastenings <u>do</u>	Keelsons <u>do</u>	Sails <u>do</u>
Planksheers <u>Good</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>3 B 15 1/2</u> <u>do</u>
Sheerstrakes <u>do</u>	Ceiling <u>do</u>	Cables <u>do</u>
Topsides <u>do</u>	Rudder <u>do</u>	Hawsers and Warps <u>do</u>
Wales <u>do</u>	Copper <u>—</u> When put on <u>45</u>	Standing & Running Rigging <u>do</u>
Plank (Bottom) and Counter <u>do</u>		

General Observations and Opinion.

Generally overhauled and fitted with all new materials is in an efficient condition fit for the conveyance of dry and perishable cargo to all parts of the world and may be closed. F.1

Committee Minute 17th Oct 1848 Cargo to be taken out
Character assigned F.1 of the Mersey and May
asterisk from name is changed Certificate (if required)