

No. 4765 Survey held at Newcastle Date 11th June 1851 Reu 30/6/57 4th 63
 on the Ship Hotspar Master Joseph Foyntee
 Tonnage 1142 5/10 Built at Newcastle When built 1851
 By whom built J. & W. Smith Owners J & W. Smith
 Port belonging to Newcastle Destined Voyage London to Calcutta
 If Surveyed Afloat or in Dry Dock On the Slip while Building

Length aloft	Feet. Inches. <u>165 7/10</u>	Extreme Breadth	Feet. Inches. <u>38 6/10</u>	Depth of Hold	Feet. Inches. <u>22 1/10</u>
Scantlings of Timber.					
Room and Space	Inches. <u>33</u>	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors	sided <u>3 1/4</u>	Moulded	<u>14 1/2 14 1/2</u>	Outside.	Inside.
1 st Foothooks	" <u>13</u>	"	<u>13 3/4 11 1/2</u>	Keel to Bilge	Limber Strakes
2 nd Ditto	" <u>12 1/2</u>	"	<u>12 3/4 11 1/2</u>	Bilge Planks	Bilge Planks
3 rd Ditto	" <u>12 1/2</u>	"	<u>11 1/2 10 1/2</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>12 1/2</u>	"	<u>11 10 1/2</u>	Wales	Ditto Bilge to Clamp
Deck Beams N ^o <u>36</u>	Average Space } <u>4 1/2 4 1/2 6 1/4</u>	"	<u>10 1/2 7</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o <u>31</u>	Average Space } <u>do do</u>	"	<u>13 1/2 12 1/2</u>	Sheer Strakes	Deck Beam Ditto
Keel	" <u>15</u>	"	<u>16 1/2 16 1/2</u>	Plank Sheers	Ceiling 'twixt Decks
Kelsons	" <u>17</u>	"	<u>17 1/4 17 1/4</u>	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto
				<u>15. 18</u>	<u>13</u>
				<u>4 3</u>	<u>7 1/2 5</u>
Size of Bolts in Fastenings, distinguishing whether					
	Copper or Iron.	Copper or Iron.	Copper or Iron.	Copper or Iron.	Copper or Iron.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u> <u>2</u>				
Scarphs of Keel N ^o <u>10</u>	<u>1 1/8</u>	Bolts thro' the Bilge and Limber Strakes	<u>7/8</u>	Hold Beam	<u>1 1/8</u>
Floor Timber Bolts	<u>1 1/2</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>1 1/8</u>
Kelson ditto	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>4 1/2</u>		
Transoms and throats of Hooks	<u>1 1/2</u>				
Arms of Hooks	<u>1 1/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of African Oak and are — free from all defects. The Floors and first Foothooks are composed of do Timber. The other Foothooks and Top Timbers of do. The Shifts of the first and second Foothooks are not less than 6 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are suffit. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/3rd of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of Afn^o Oak & East India Oak and the False Kelson of she has none. The Scarphs of the Kelsons are not less than 7 feet — inches. The Deck and Hold Beams are composed of African Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm. From the first Foothook Heads to the Light Water Mark of Danish Oak & Elm N. B. The latter is higher than the rule allows. From the Light Water Mark to the Wales of African Oak. The Wales and Black-strakes are of African Oak. The Topsides of African Oak. The Sheer-strakes and Plank-sheers of Afn^o Oak & East India Oak. The Water-ways of African Oak. The Decks of Red Pine fastened with Yellow Metal State of them new & effit. The Shifts of the Planking are not less than 5 Feet 6 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 three strakes between

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of Afn^o Oak & East India Oak. The Ceiling, Lower Hold, of Afn^o Oak & East India Oak Between Decks of Afn^o Oak & East India Oak. Shelf Pieces of English Oak & East India Oak Clamps of African Oak.

Fastenings.—To Hold Beams 31 Pairs of Vertical Iron Knees. & dowelled to Shelf
 Deck Beams 36 Pairs of Vertical Iron Knees. 10 Pairs of Iron Lodging Knees and wood Lodging Knees at Ends of the Vessel. & dowelled to Shelf
 Number of Breasthooks 8 of Iron. 3 of wood Pointers well compensated Crutches 5 of Iron & 2 of wood.
 Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes are well bolted through and clenched. Treenails of English & Afn^o Oak & Engine turned.
 General Quality of Workmanship Superior.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Samuel Parton

NWJCT75-0014

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 .		
2	Fore Sails,	150	Chain	1 7/8	3	Bower,	48" 0" 5
2	Fore Top Sails,	150	<i>chain</i> Hempen Stream Cable	1 7/8	1	Stream,	47" 3" 26 48" 0" 27
2	Fore Topmast Stay Sails,	100	<i>chain</i> Hawser	1	1	Kedge,	10" 0" 0
2	Main Sails,	100	Towlines	10			5" 1" 4
2	Main Top Sails,	100	Warp	7/4			
and <u>well found</u>			All of <u>good</u> quality.				

Royal's Improved Iron Stock?

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

She has One Long Boat and Jawl Gig & Quarter Boat

The present state of the Windlass is Capstan Patent and Rudder all right Pumps effect "Marpis" "Browns"

General Remarks—Statement and Date of Repairs.

This ship has 29 diagonal Iron Riders on each side 4 1/2 ins in breadth by 3/4 ins thick, scord into the frames flush and bolted with Iron Bolts throughout: but clenched on the Timbers. — The two upper Bolts to knee of the head are of Iron with screw points. She has thick Elm fillings or Garboard Strakes bolted through and through the Deadwood, Keel, floors &c

The Rock Elm Plankg at the ends is over the mark viz 10 ins fore & 9 ins aft.

She was seen by Mr. Creuze. — was nearly two years in hand & was launched on the 15th of May.

N. B. It is only within the last few days the owners have acquainted us. "they dont wish her Claiped."

J. P. B. [Signature]

If sheathed, doubled, Felted, or Coppered Yellow Metal on Paper When last done 20 ft high & now done

I am of opinion this Vessel should be Classed _____

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 16th June 1845

Character assigned See London #19073

