

No. 4765 Survey held at Newcastle Date 11th June 30/6/57 4765
on the Ship Hesperus Master Joseph Tynbee 1851.
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 Ship while Building.

Length aloft	Feet. Inches. <u>115 3/10</u>		Extreme Breadth	Feet. Inches. <u>32 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.	Inches.	Inside.	Inches.	
1 st Foothooks	" <u>13</u>		"	<u>13 3/4 11 1/2</u>	Keel to Bilge	<u>4 1/4 1/2</u>	Limber Strakes	<u>5 1/2</u>	
2 nd Ditto	" <u>12 1/2</u>		"	<u>12 3/4 11 1/2</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>6</u>	
3 rd Ditto	" <u>12 1/2</u>		"	<u>11 1/2 10 1/2</u>	Bilge to Wales	<u>4 1/2</u>	Ceiling in Flat	<u>5. 4</u>	
Top Timbers	" <u>12 1/2</u>		"	<u>11 10 1/2</u>	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>6. 5. 4</u>	
Deck Beams N ^o <u>36</u>	Average Space } <u>4 1/2 4 1/2 6 1/2 4 1/2</u>	<u>10 1/2</u>	"	<u>10 1/2 7</u>	Topsides	<u>3 1/2 4 1/2 5 1/2</u>	Hold Beam Clamps	<u>6 1/2</u>	
Hold Beams N ^o <u>31</u>	Average Space } <u>do do</u>	<u>12</u>	"	<u>13 1/2 12 1/2</u>	Sheer Strakes	<u>5</u>	Deck Beam Ditto	<u>4 1/2</u>	
Keel	" <u>15</u>		"	<u>16 1/2 16 1/2</u>	Plank Sheers	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>4 1/2 5</u>	
Kelsons	" <u>17</u>		"	<u>17 1/4 17 1/4</u>	Water-Ways	<u>15. 18</u>	Hold Beam Shelves	<u>13</u>	
					Upper Deck	<u>Low 4 3/4</u>	Deck Beam Ditto	<u>7 1/2 5</u>	
Size of Bolts in Fastenings, distinguishing whether									
Copper or Iron.			Inches.	Copper or Iron.			Inches.		
Heel-Knee, and Dead Wood abaft	<u>Y Metal</u>		<u>2</u>	<u>Y Metal</u>			<u>7/8</u>	Hold Beam	<u>1 1/8</u>
Scarphs of Keel	N ^o <u>10</u>		<u>1 1/8</u>	Bolts thro' the Bilge and Limber Strakes			<u>3/4</u>	Deck Beam	<u>1 1/8</u>
Floor Timber Bolts			<u>1 1/2</u>	Butt End Bolts			<u>4 1/2</u>		
Kelson ditto			<u>1 1/2</u>	Lower Pintle of the Rudder					
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 3/4 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 Afrⁿ 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 Afrⁿ Oak & East India Oak The Water-ways of African Oak

The Decks of Red Pine fastened with Yel^m Metal State of them new & effick

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 Afrⁿ Oak & East India Oak

The Ceiling, Lower Hold, of Afrⁿ Oak & East India Oak Between Decks of Afrⁿ 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 Yel^m 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 & Afrⁿ Oak &

General Quality of Workmanship Superior Engine turned

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

Builder's Signature _____ Surveyor's Signature Samuel Pattison

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	^{chain} Hempen Stream Cable	1 7/8	1	Stream,	47" 3" 26
2	Fore Topmast Stay Sails,	100	^{chain} Hawser	1	1	Kedge,	48" 0" 27
2	Main Sails,	100	Towlines	10 9/4			10" 0" 0
2	Main Top Sails,	100	Warp	7/4			5" 1" 4
and <u>well found</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Yawl Gig & Quarter Boat

The present state of the Windlass is Capstan Patent and Rudder all right Pumps effect "Maring" "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, secured 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 Garboards 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 don't wish her Claified."

J. P. B. B. B.

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