

No. 25329 Survey held at Shields Date 28th February 1853
 on the Ship Hanover Master William Henry
 Tonnage 1001 Built at Shields When built 1853
 By whom built William Oliver Owners George Marshall
 Port belonging to London Destined Voyage London &c
 If Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Feet. 159	Inches. 7/10	Extreme Breadth	Feet. 30	Inches. 9/10	Depth of Hold	Feet. 22	Inches. 3/10	
Scantlings of Timber.									
Room and Space	Inches. 30		Inches. Middle	Inches. Ends	Thickness of Plank.				
Floors	sided	14 1/2	Moulded	14 1/2 14	Outside.	Inches. 4 1/2	Inside.	Inches. 5 3/4	
1 st Foothooks	12 1/2	12 3/4 13	"	12 3/4 12	Keel to Bilge	Thick Garb ^d Strakes Cons	Limber Strakes	5 3/4	
2 nd Ditto	11 1/2	11 3/4 12	"	11 3/4 11 1/4	Bilge Planks	5	Bilge Planks	6 1/2	
3 rd Ditto	10 3/4	11	"	10 3/4 11 10 1/2	Bilge to Wales	5	Ceiling in Flat	4	
Top Timbers	9 3/4	10	"	9 10 6	Wales	5 1/2	Ditto Bilge to Clamp	4	
Deck Beams N ^o 30	Average Space 4 ft 2 in	11 3/4	"	10 1/2 8 1/2	Topsides	4 1/2	Hold Beam Clamps	8	
Hold Beams N ^o 27	Average Space 4 ft 8 in	14	"	14 11 1/2	Sheer Strakes	4 1/2	Deck Beam Ditto	8	
Keel	"	15	"	16 16	Plank Sheers	4 1/2	Ceiling 'twixt Decks	4	
Kelsons	"	18	"	18 17	Water-Ways	8	Hold Beam Shelves	14 by 8	
	Rider	15	"	8 8	Upper Deck	4	Deck Beam Ditto	14 by 8	
Size of Bolts in Fastenings, distinguishing whether									
Copper or Iron.			Copper or Iron.						
Heel-Knee, and Dead Wood abaft	Yellow Metal	1 3/8	Bolts thro' the Bilge and Limber Strakes			1	Hold Beam	Yellow metal	1 1/2
Scarphs of Keel	N ^o 10	1 1/8	Butt End Bolts			1	Deck Beam	Do	1 1/2
Floor Timber Bolts	"	1 5/16	Lower Pintle of the Rudder			4 1/4			
Kelson ditto	"	1 3/16							
Transoms and throats of Hooks	"	1 3/16							
Arms of Hooks	"	1 3/16 1 1/8							
Thoroughly Yellow Metal fasten'd as Per Rule.									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 to 6 Inches. The Stem, Stern Post, are composed of Eng^l Oak & East India Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of East India Teak and are — free from all defects. The Floors and first Foothooks are composed of English Oak & Iron Bark Timber. The other Foothooks and Top Timbers of English Oak East India Teak & Iron Bark. The Shifts of the first and second Foothooks are not less than 4 ft 11 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient. The Frame is well squared from the first Foothook Heads upwards, and — 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 — chocked with a Butt at each end of the chock. The Main Kelson is composed of Iron Bark and the False Kelson of Iron Bark. The Scarphs of the Kelsons are not less than 7 feet 6 inches. The Deck and Hold Beams are composed of East India Teak & Iron Bark.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amⁿ Rock Elm (but no higher than is allowed). From the first Foothook Heads to the Light Water Mark of Foreignⁿ White Oak. From the Light Water Mark to the Wales of Iron Bark. The Wales and Black-strakes are of Iron Bark. The Topsides of East India Teak. The Sheer-strakes and Plank-sheers of East India Teak. The Water-ways of East India Teak. The Decks of Saunyk Pine & fastened with yel^m Metal State of them new & effict. The Shifts of the Planking are not less than 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, what part of the Ship. The Planking is wrought three Strakes between

Planking Inside.—The Limber strakes are composed of South Amⁿ hard wood the Bilge Planks of Amⁿ hard wood. The Ceiling, Lower Hold, of Amⁿ hard wood Between Decks of Amⁿ hard wood. Shelf Pieces of East India Teak Clamps of East India Teak.

Fastenings.—To Hold Beams 13 Pairs of Vertical, one dove tailed Iron Knee on each side of every beam throughout, and well Bolted through Shelf and Waterway, and a Dowel in each Beam end. Deck Beams 27 Pairs of Iron Vertical Knees. One dove tailed Knee on each side of all the Beams, and well Bolted through Waterway & Shelf in & out, with Dowels in the Beam ends. Number of Breasthooks 6 of Iron Pointers 1 Pair of Iron Crutches 2 of Iron. 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 bolted through and clenched. Treenails of first quality. General Quality of Workmanship Very fair generally.

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

Builder's Signature

Surveyor's Signature

Samuel H. P. [Signature]

See note. + except the main
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,	300	Chain	1 3/4	4	Bower,	36 - 3 - 15
2	Fore Top Sails,	90	Chain hawser				34 - 2 - 10
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	1	1	Stream,	33 - 2 - 6
2	Main Sails,	90	Hawser	9	1	Kedge,	32 - 2 - 3
2	Main Top Sails,	90	Towlines	7 1/2			9 - 0 - 10
	and well found		Warp	5 1/2			2 - 2 - 14
			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 four other boats.

The present state of the Windlass is effict Capstan effict and Rudder effict Pumps effict
"Gyres wheels."

General Remarks—Statement and Date of Repairs.

This Ship (at the request of the Owner) has been built
Under Special Survey Per Order "N^o 44" —

She has a long Poop and Forecastle and from Gunwale
to Keel is thoroughly edge fasten'd, which gives her great strength
longitudinally, and the Hold Ceiling instead of being brayed to the
Sheer fly's up at each end of the ship, and is nearly at right
Angles with the Plankg^s outside. She has 14 Pairs of Iron
Riders below the Hold Beams and two long Rider Plates 1 in^s by 6 in^s
crossing each other tween decks at dead flat, and reaching to the
Cant Bodies, and are similar to those in the Marchioness of
Londonerry (Report N^o 4770.) She is also truss'd after the
same manner as that vessel. — Before Launching (to prove the
Sheer) Sights were put up on board! And after the Ship was afloat
there was found but little or no deviation, thus proving the
Construction is good.

+ The Main Mast is sprung at about 6 feet
above the Poop Deck (as may be seen) and is fish'd
temporary, agreeably to the directions of the Owner
until she gets to London. — When renewed or properly
fish'd. — I am of opinion this Ship is fully
entitled to the Claps recommended. —

To be done in London

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 13. A. 1.

The Amount of the Fee.....£ 5 : 0 : is received by me,

Special£ 45 : 0 :

Certificate (if required)£ : 10 :

Committee's Minute 4th March 1843

Character assigned 13

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