

No. 342 Survey held at Weyford Date June 3<sup>rd</sup> 1861 342x  
1861  
 on the Ship "Hesperus" Master William Mills  
 Tonnage Old \_\_\_\_\_ Built at P. E. & Co When built 1860 Launched 7<sup>th</sup> mo  
 By whom built \_\_\_\_\_ Owners M. Richard Devereux  
 Port belonging to Weyford Destined Voyage Liverpool  
 It surveyed while Building, Afloat, or in Dry Dock Clapnet "7 A" 7.60

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	SIDED.		MOULDED.											
Floors	Inches. In Ship.	Required as per Rule	Inches. In Ship. Middle.	Inches. In Ship. Ends.	Required pr Rule Middle.					Required pr Rule Ends.				
1 <sup>st</sup> Foothooks					<b>Outside.</b>									
2 <sup>nd</sup> Ditto					Garboard Strakes ..									
3 <sup>rd</sup> Ditto					Garboard to Bilge ..									
Top Timbers					Bilge Planks ..									
Deck } N <sup>o</sup> _____ Average } Space }					Bilge to Wales ..									
Beams }					Wales ..									
Deck Beams, length amidships					Topsides ..									
Hold } N <sup>o</sup> _____ Average } Space }					Sheer Strakes ..									
Beams }					Plank Sheers ..									
Hold Beams, length amidships					Water-ways } Upper Deck									
Keel					Ways } Lower Deck									
Scarphs of Ditto					Upper Deck ..									
Keelsons														
Scarphs of Ditto														

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

Heel-Knee, and Deadwood abaft Scarphs of Keel N <sup>o</sup> _____ Keelson Bolts through Keel at each Floor _____ Bolts through Heels of Timbers against Deadwood _____	Copper or Iron Inches in Ship.		Inches required per Rule		Transoms and throats of Hooks .. Arms of Hooks .. Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors } Butt End Bolts .. Pintles of the Rudder ..	Copper or Iron Inches in Ship.		Inches required per Rule		Waterway .. Knees .. Shelf or Clamp } Deck Beam Bolts in } Waterway .. Knees .. Shelf or Clamp } Nails or Bolts in Flat of Deck .. Treenails .. Inches
	Copper or Iron Inches in Ship.	Inches required per Rule	Copper or Iron Inches in Ship.	Inches required per Rule		Copper or Iron Inches in Ship.	Inches required per Rule			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is \_\_\_\_\_ Inches. The Space between the Top-Timbers is \_\_\_\_\_ Inches.  
 The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber.  
 The Second Foothooks of \_\_\_\_\_ The Third Foothooks and Top Timbers of \_\_\_\_\_  
 The Shifts of the First and Second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the First Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate Frames are \_\_\_\_\_ bolted together to the Gunwale. N. B. If not, state how bolted.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main piece of Rudder is \_\_\_\_\_  
 The Main Keelson is \_\_\_\_\_ and \_\_\_\_\_ free from all defects. The Main piece of Windlass is \_\_\_\_\_  
 The Stem, and Stern Post, consist of \_\_\_\_\_ The Transoms, Aprons, Knight Heads, and Hawse Timbers of \_\_\_\_\_ Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.  
 The Deck and Hold Beams consist of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_

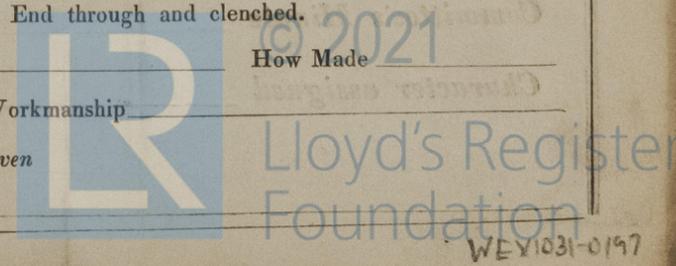
**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is \_\_\_\_\_ } or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark \_\_\_\_\_  
 From the Light Water Mark to the Wales \_\_\_\_\_  
 The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_  
 The Sheer-strakes and Plank-sheers \_\_\_\_\_ The Water-ways { Upper Deck \_\_\_\_\_ Lower Deck \_\_\_\_\_  
 The Decks \_\_\_\_\_ State of \_\_\_\_\_  
 The Shifts of the Planking are not less than \_\_\_\_\_ Feet \_\_\_\_\_ 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 \_\_\_\_\_ between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are \_\_\_\_\_  
 The Ceiling, Lower Hold, and between Decks \_\_\_\_\_ Shelf Pieces and Clamps \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_  
 Deck Beams \_\_\_\_\_  
 Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_  
 Thickstuff over Double Floors \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

We certify that the above is a correct description of the several particulars therein given

Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_



*Report of Stores - Schooner "Topaz"*

Her Masts, Yards, &c. are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails, <i>new</i>	Chain .....	180	14	Bower, .....	2	9-0-0
/	Fore Top Sails, "	Hempen Stream Cable .....	90	6			
/	Fore Topmast Stay Sails, "	Hawser .....	80	4	Stream, .....	1	3-0-0
/	Main Sails, <i>new</i>	Towlines .....	-	-			
<i>Jeff</i> /	Main Top Sails, "	Warp .....	90	2 1/2	Kedge, .....	1	1-3-0
	and <i>Some Spare Sails</i>	All of <i>good</i> quality.					

Her Standing and Running Rigging *complete* - sufficient in size and *very good* in quality.

She has *one new* Long Boat and *one fully equipped*

The present state of the Windlass is *Patent* Capstan *Winch* Rudder \_\_\_\_\_ Pumps *Two New Iron pumps*

**General Remarks and Statement and Date of Repairs, if any.**

- DATES of Surveys held while building, as per Section 35.
- 1st. When the Frame is completed \_\_\_\_\_
  - 2nd. When the Beams are put in, &c. \_\_\_\_\_
  - 3rd. { When completed, and before the }  
      { plank be painted or payed } \_\_\_\_\_

*This vessel has been placed on patent slip, & under gone some repairs, as follows - New rudder Nelson of pitch pine Sealed 13 inches - molders 12 1/2 inches - all carefully bolted with inch bolts - through & through - one in every other floor, four pair of Iron pieces - taken out & tusked extending down to floors - all carefully bolted with one inch bolts - all newly caulked - from keel upwards.*

*Wesford - June 3<sup>rd</sup> 1861 M.D.*

Present condition of Caulking of Bottom, *good* - Deck, *new* and Waterways *it is*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ : 10 : 0 is received by me,

Special .....£ : : :

Certificate ....£ : 2 : 6 -

Committee's Minute *11<sup>th</sup> June 1861*

Character assigned *7A*



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