

No. 21 Survey held at Newcastle Date Feb 4 1853  
 on the Iron (3 Mast Schooner) William Hutt Master Ralph Mofman  
 Tonnage 530 7/10 Built at Newcastle When built 1853  
 By whom built Palmer Brothers & Co. Owners General Iron Screw Collier Comp<sup>y</sup>  
 Port belonging to London Destined Voyage London

If Surveyed Afloat or in Dry Dock (now afloat)  
 Last Survey 408 Iron Ships

|                              |                      |         |                 |                            |         |                      |       |         |
|------------------------------|----------------------|---------|-----------------|----------------------------|---------|----------------------|-------|---------|
| Length aloft                 | Feet.                | Inches. | Extreme Breadth | Feet.                      | Inches. | Depth of Hold        | Feet. | Inches. |
| <b>Scantlings of Timber.</b> |                      |         |                 |                            |         |                      |       |         |
| Room and Space               | Inches.              | Inches. | Inches.         | <b>Thickness of Plank.</b> |         |                      |       |         |
| Floors                       | sided                | Moulded |                 | <b>Outside.</b>            |         | <b>Inside.</b>       |       |         |
| 1 <sup>st</sup> Foothooks    | "                    | "       |                 | Keel to Bilge              |         | Limber Strakes       |       |         |
| 2 <sup>nd</sup> Ditto        | "                    | "       |                 | Bilge Planks               |         | Bilge Planks         |       |         |
| 3 <sup>rd</sup> Ditto        | "                    | "       |                 | Bilge to Wales             |         | Ceiling in Flat      |       |         |
| Top Timbers                  | "                    | "       |                 | Wales                      |         | Ditto Bilge to Clamp |       |         |
| Deck Beams N <sup>o</sup>    | Average }<br>Space } | "       | "               | Topsides                   |         | Hold Beam Clamps     |       |         |
| Hold Beams N <sup>o</sup>    | Average }<br>Space } | "       | "               | Sheer Strakes              |         | Deck Beam Ditto      |       |         |
| Keel                         | "                    | "       | "               | Plank Sheers               |         | Ceiling 'twixt Decks |       |         |
| Kelsons                      | "                    | "       | "               | Water-Ways                 |         | Hold Beam Shelves    |       |         |
|                              |                      |         |                 | Upper Deck                 |         | Deck Beam Ditto      |       |         |

|                                |                  |  |         |              |         |
|--------------------------------|------------------|--|---------|--------------|---------|
| <b>Copper or Iron.</b>         |                  | <b>Size of Bolts in Fastenings, distinguishing whether</b> |         | <b>Iron.</b> |         |
| Heel-Knee, and Dead Wood abaft | Inches.          | Copper or Iron.  | Inches. | Hold Beam    | Inches. |
| Scarphs of Keel                | N <sup>o</sup> . | Bolts thro' the Bilge and Limber Strakes                   |         | Deck Beam    |         |
| Floor Timber Bolts             |                  | Butt End Bolts   |         |              |         |
| Kelson ditto                   |                  | Lower Pintle of the Rudder                                 |         |              |         |
| Transoms and throats of Hooks  |                  |  |         |              |         |
| Arms of Hooks                  |                  |  |         |              |         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of \_\_\_\_\_ Timber.  
 The other 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. 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 Kelson is composed of \_\_\_\_\_ and the False Kelson of \_\_\_\_\_  
 The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of \_\_\_\_\_

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_  
 From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_  
 From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_ The Topsides of \_\_\_\_\_  
 The Sheer-strakes and Plank-sheers of \_\_\_\_\_ The Water-ways of \_\_\_\_\_  
 The Decks of \_\_\_\_\_ 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

**Planking Inside.**—The Limber-strakes are composed of \_\_\_\_\_ the Bilge Planks of \_\_\_\_\_  
 The Ceiling, Lower Hold, of \_\_\_\_\_ Between Decks of \_\_\_\_\_  
 Shelf Pieces of \_\_\_\_\_ Clamps of \_\_\_\_\_

**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 \_\_\_\_\_  
 General Quality of Workmanship \_\_\_\_\_

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

Her, Masts, Yards, &c. are in good condition, and sufficient in size and length. 543 Iron

| She has SAILS.   |                          | CABLES, &c.                 |  | ANCHORS, and their weights. |   |                  |
|------------------|--------------------------|-----------------------------|--|-----------------------------|---|------------------|
| N <sup>o</sup> . | Fathoms.                 | Inches.                     | N <sup>o</sup> .                                     |                             |   |                  |
| N Single Sheet   | Fore Sails,              | 240                         | Chain .....  | 1 1/4                       | 3 | Bower, 13" 10" 0 |
|                  | Fore Top Sails,          | 75                          | <del>Hawser Chain</del><br>Hempen Stream Cable ..... | 7/8                         | 1 | Stream, 3" 10" 0 |
|                  | Fore Topmast Stay Sails, | 90                          | Hawser .....   | 8                           | 1 | Kedge, 2" 0" 0   |
|                  | Main Sails,              | 90                          | Towlines .....                                       | 6                           |   |                  |
|                  | Main Top Sails,          | 90                          | Warp .....   | 4 1/2                       |   |                  |
| and <u>good</u>  |                          | All of <u>good</u> quality. |  |                             |   |                  |

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

She has one Long Boat and Pinnace.

The present state of the Windlass is effick Capstan effick and Rudder effick Pumps effick

**General Remarks—Statement and Date of Repairs.**

*N. B. The Hull of this Iron Steamer was reported on the 17<sup>th</sup> Ultim<sup>o</sup> from the information derived we were given to understand the Vessel belonged to Mess<sup>rs</sup> Palmer Brothers & Co., Owners of the Sister Ship Jno<sup>o</sup> Bowes, & who signed the Paper for Special Survey, this however appears to be a mistake which it is their wish may be corrected.*

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A. 1. *Samuel Peckham*

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 25<sup>th</sup> July 1845

Character assigned A. 1. *[Signature]*

