

No. 21  
Survey held at Newcastle Date Feb 4 1853  
on the Iron (3 Mast Schooner) William Hutt Master Ralph Mofman  
Tonnage 530 1/2 Built at Newcastle When built 1853.  
By whom built Palmer Brothers & Co. Owners General Iron Screw Collier Comp.  
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.
Scantlings of Timber.			Thickness of Plank.					
Room and Space						Outside.	Inside.	
Floors	sided		Moulded			Keel to Bilge	Limber Strakes	
1st Foothooks	"		"			Bilge Planks	Bilge Planks	
2nd Ditto	"		"			Bilge to Wales	Ceiling in Flat	
3rd Ditto	"		"			Wales	Ditto Bilge to Clamp	
Top Timbers	"		"			Topsides	Hold Beam Clamps	
Deck Beams N°	Average } Space }	"	"			Sheer Strakes	Deck Beam Ditto	
Hold Beams N°	Average } Space }	"	"			Plank Sheers	Ceiling 'twixt Decks	
Keel	"		"			Water-Ways	Hold Beam Shelves	
Kelsons	"		"			Upper Deck	Deck Beam Ditto	

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft					
Scarphs of Keel	N°.	Bolts thro' the Bilge and Limber Strakes		Hold Beam	
Floor Timber Bolts		Butt End Bolts		Deck Beam	
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. Timber. The Floors and first Foothooks are composed of \_\_\_\_\_ 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 \_\_\_\_\_ N. B. If not, state how bolted. The alternate Frames are \_\_\_\_\_ bolted together. 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 \_\_\_\_\_ 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 \_\_\_\_\_ State of \_\_\_\_\_ The Decks 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 the Bilge Planks of \_\_\_\_\_ Planking Inside.—The Limber-strakes are composed of \_\_\_\_\_ Between Decks of \_\_\_\_\_ The Ceiling, Lower Hold, 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 \_\_\_\_\_  
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.  
IRON431-0115



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> .		
Single Sheet	Fore Sails,	240	Chain .....	1 1/4	3	Bower,	13" 10" 0
	Fore Top Sails,	75	<del>Hawser Chain</del>	7/8	1	Stream,	13" 0" 0
	Fore Topmast Stay Sails,	90	<del>Hempen Stream Cable</del>	8	1	Kedge,	3" 10" 0
	Main Sails,	90	Hawser .....	6			2" 0" 0
	Main Top Sails,	90	Towlines .....	4 1/2			
and <u>good</u>			Warp .....				
			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> ultimo 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 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 Petting  
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 LD M

