

## IRON SHIPS.

3685

Rev 1/8/64

*Surbiton*  
 Survey held at *Castell* Date *18 March to 18 June 1864*  
 in the ship *"Charles Capper"* Master *James Gibson*  
 Tonnage Gross *254.14* Engine Room *172.50* Register *581.54* Built at *Castell*  
 When Built *1864* By whom built *Palmer 13 & Co* Owners *C. Capper Esq*  
 Port belonging to *London* Destined Voyage *London*  
 Surveyed Afloat on in Dry Dock *and while building*

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
<i>200</i>	<i>200</i>	<i>200</i>	<i>28</i>	<i>28</i>	<i>28</i>	<i>17</i>	<i>10</i>	<i>17</i>	<i>20</i>	<i>43 horse</i>
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule
<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule
<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
depth and thickness of Floor Plate at mid line	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>
depth and thickness of Floor Plate at Bilge Keelson	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>	<i>17 1/2</i>
Size of Reversed Angle Iron, and No. at top of Floor Plate	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Frames, Size of Angle Iron, single or double	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Reversed Iron, to every frame	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Beams, Deck (No. 43) double Angle Iron or Bulb Iron with double Angle Iron on top	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
depth & thickness of plate amidships	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>
double or single Angle Iron, on lower edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
average space between	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
if wood (No. ) sided & moulded	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
Hold, or Lower Deck (No. 31) double Angle Iron or Bulb Iron with double Angle Iron on top	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
depth & thickness of plate amidships	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>
double or single Angle Iron, on lower edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
average space between	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
if wood (No. ) sided & moulded	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
Paddle, wood, sided and moulded or if Iron, size of Plate	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
Engine	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Side or Bilge	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
Number	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
Transoms, material	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>	<i>Plate</i>
Knight-heads	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>
Hawse Timbers	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>	<i>Oak</i>
Bulkheads, No.	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
Thickness of	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>
are they free from defects?	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
how secured to the sides of the ship	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
size of vertical angle iron and their distance apart	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
The Frames or Ribs extend in one length from	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>
The reverse angle irons on the floors extend in one length across the middle line from	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>
on the frames	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>
from	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>
to	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>	<i>Keel</i>
Keelson, how are the various lengths of plates or angle irons connected?	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>	<i>by bulkheads</i>
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>	<i>1/16</i>
Edges from Garboards to upper part of bilge, worked carvel with a lining piece	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
diameter, averaging	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Butts from Keel to turn of bilge, worked carvel with a lining piece	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
averaging	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Edges from bilge to planksheer, worked carvel with a lining piece	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
diameter, averaging	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Butts from bilge to planksheers, worked carvel with a lining piece	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>	<i>3/4</i>
averaging	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>
Breadth of laps in double rivetting	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Breadth of laps in single rivetting	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>	<i>4</i>
Planksheer, how secured to the plating of the sides	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>	<i>Bolted to stringers and side plating</i>
Waterway	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
side trussing	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
Deck trussing	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
Deck Beams, how secured to the side?	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
Old or Lower Deck	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
Idle	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
of breasthooks	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
crutches	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
how are pointers compensated?	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
at description of iron is used for the angle iron and plate iron in the vessel?	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>	<i>Diagonal</i>
Builder's Signature	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>	<i>For Palmer 13 &amp; Co</i>
Plates stamped	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>	<i>Palmer 13 &amp; Co</i>



3685 from

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth, at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Long pieces  
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Generally and are the rivet holes well and sufficiently countersunk in the outer plate? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? None

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.  
She has SAILS.

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
<u>Me</u> <u>Complete</u> <u>Sub-</u>	Fore Sails,	Chain .....	?		
	Fore Top Sails,	Hempen Stream Cable .....	90 7/8		
	Fore Topmast Stay Sails,	Hawser .....	90 8		
	Main Sails,	Towlines .....	90 6		
	Main Top Sails,	Warp .....	90 5		
and other regains		All of <u>best</u> quality.			

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

She has keel 22 ft Long Boat and a Gig 20 ft and the 14 ft

The present state of the Windlass is Complete Capstan the and Rudder Complete Pumps 2 electric pumps 1 Donkey engine

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

DATES of Surveys held while building, as per Section 17. {  
1st. On the several parts of the frame, when in place, and before the plating was wrought  
2nd. On the plating during the progress of rivetting  
3rd. When the beams were in and fastened, and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated  
5th. After the ship was launched  
Built under  
Special Licence  
per Order No 452

This vessel measures 14 tons more than the "J. R. Hindle" classed to Report 9347.  
The sheestake is doubled for 3/4 the length of vessel, and bottom double rivetted to upper part of bilges.  
Chain cables and anchors have been sent from here to London where this has been lying, and when they are in London they will improve the bottom survey as of the same. The Certificate of class I herewith enclose

In what manner are the surfaces preserved from oxidation? None lead & asphalt in bottom

I am of opinion this Vessel should be classed A

The amount of the Fee .....£ 5 - - is received by me.

July 11/17 Special .....£ 34 14 -

Certificate (if required) gratis £ - - -

Committee's Minute 2nd August 1844

Character assigned C

Mc Charles & Co. 9 Mining Lane, E.