

# IRON SHIPS.

Rev 13/3/65

Survey held at Newcastle Date 11<sup>th</sup> March 1865  
 Name S.S. "William Hunter" Master George Cowle  
 Tonnage Gross 767.33 Engine Room 172.43 Register 594.90 Built at Newcastle  
 When Built 1865 Launched 11<sup>th</sup> February By whom built Palmer Bros & Co  
 Where London Palmer's belonging to London Destined Voyage London  
 Surveyed Afloat or in Dry Dock While building

Length afloat		Extreme Breadth		Depth from top of Upper Deck Beam to top of Floor		Power of Engines		Horse.	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.		
201.0		20.1		17.4				95	

  

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.	
	16ths.	per Rule.	16ths.	per Rule.		16ths.	per Rule.		16ths.	per Rule.
Stem, if bar iron, moulding and thickness	4	2 1/4	7/16	2 3/4						
" if plate iron, breadth and thickness										
Stern-post, if bar iron, moulding and thickness	8	5 7/8	5/8	5 1/2						
" " if plate iron, breadth and thickness										
Keel, if bar iron, depth and thickness	4	2 1/4	7/16	2 3/4						
" if plate iron, breadth and thickness										
Garboard Plates, Breadth and thickness										
From Garboard to upper part of Bilge										
From upper part of Bilge to Sheerstrakes										
Sheerstrakes, double for 3/4 in. its length										
Breadth and thickness										
Butt Straps to outside plating, Breadth and thickness										
Planksheers 2 1/2 in. thickness										
Gunwale Plate or Stringer on ends of Up. Dk Beams										
Angle Iron on ditto										
Diagonal Tie Plates on Beams										
Waterway										
Deck										
Ceiling in Hold										
Ceiling betwixt Decks										
Beam Clamps or Spirketting Shelf										
Stringer Plates on ends of Hold or Lower Dk Beams										
Ceiling between Decks										
Stringer or Tie Plates outside Hatchways										
Deck Beam Clamps or Spirketting										
" Shelf										
Stringers in Hold										
Deck, Lower										
Deck, Upper, how fastened to Beams										
Bulkheads, No.										
Thickness of										
how secured to the sides of the ship										
size of vertical angle iron and their distance apart										

  

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 5 ) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 5 ) apart.

" " " on the frames " " " from Keel to Gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 5 ) apart.

Keelson, how are the various lengths of plates or angle irons connected? By Butts, Sheerstrakes, Stringers & alternate frames to deck

Plates, Garboard, double rivetted to keel & at upper edge, with rivets ( 1 1/2 ins.) diameter averaging ( 3 in.) from centre to centre of rivet.

" Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1 1/2 in.) thick, double single rivetted; rivets ( 3/4 in.) diameter, averaging ( 3 ins.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece ( 1 1/2 in.) thick, double single rivetted; rivets ( 3/4 in.) diameter, averaging ( 3 ins.) from centre to centre of rivets. Do the lining piece lap over and rivet through the lands of the strake below?

" Edges from bilge to sheerstrake, worked carvel with a lining piece ( 1 1/2 in.) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 3 in.) from centre to centre of rivets. Do the lining piece lap over and rivet through the lands of the strake below?

" Edge of Sheerstrake, double single rivetted?

" Butts from bilge to planksheers, worked carvel with a lining piece ( 1 1/2 in.) thick, double single rivetted; rivets ( 3/4 in.) diameter averaging ( 3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 in.) Breadth of laps in single rivetting ( 2 1/2 in.)

Butt Straps of Keelsons, Stringer and Tie Plates, double single rivetted?

Planksheer, how secured to the plating of the sides { Explain by sketch } Butter waterway

Waterway " " planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Welded across rivetted to stringers

Hold or Lower Deck " do

Paddle " do

No. of breasthooks — crutches — how are pointers compensated? Stringers & Keelsons connected

What description of iron is used for the angle iron and plate iron in the vessel? Angle iron stamped H.C. & Co.

Plates stamped Palmer's Best Services

Builder's Signature For Palmer Bros 1865  
William Cleland

IRON 438-0183



**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 rivette 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 lengths

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Generally so and are the rivet holes well and sufficiently countersunk in the outer plate? Generally so

Are there any rivets which either break into or have been put through the seams or butts of the plating? Again

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

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.		Marked Lloyd's Type	Fathoms.	Marked Lloyd's Type	Weight.
<u>One</u> <u>full</u> <u>suit</u>	Fore Sails,	C. 18.2.65	270	12. 18.2.65	17.3.25
	Fore Top Sails,	Chain	70	12. 18.2.65	17.3.21
	Fore Topmast Stay Sails,	Hawser	0	12. 18.2.65	16.12.0.21
	Main Sails,	Towlines	6	12. 18.2.65	15.0.14
	Main Top Sails,	Warp	5	12. 18.2.65	15.0.14
and		All of <u>good</u> quality.	150		

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

She has one Long Boat and two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 deck Pump & Engine Pump

**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	<u>Special Survey</u> <u>No 495</u>
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

This vessel has a double bottom about 116 feet long, and is constructed in all respects similar to other vessels built by Messrs Palmer Bros & Co and classed A, some of the anchors are not quite up to the weights given in table No 22, but as the discrepancy is small and not intentional, we beg to submit this for the Committee's consideration

In what manner are the surfaces preserved from oxidation? Red Lead & Asphaltum in bottom,

I am of opinion this Vessel should be classed A

Total amount of the Fee ..... £ 5 : 0 : 0 is received by me,  
McK Special ..... £ 30 : 17 : 0  
 Certificate (if required) ..... £ 4 : 0 : 0

Committee's Minute 14th March 1865

Character assigned A  
McK  
W. Luke  
J. H. Siltman

McK  
W. Luke  
J. H. Siltman  
Boyd's Registry

\* Mr. W. J. Bonar, in, Remitts Collecting Office, Providence, R.I. with the