

# IRON SHIPS.

No. 979 Survey held at Newcastle Date 19<sup>th</sup> June to 5<sup>th</sup> December 1865  
 on the S.S. "C. S. Butler" Master James Hodgman  
 Tonnage under tonnage deck 713.37 Built at Newcastle When built 1865 Launched 19<sup>th</sup> Aug<sup>ty</sup>  
 Ditto of poop or spare deck 46.81 By whom built Palmer Ship Co. Comp. Owners S. Clarke & Others  
 Ditto of engine room 168.24 Port belonging to London Destined Voyage London  
 Total Register tonnage 591.94  
 Gross Tonnage 760.10  
 Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks
144.7			20.1			17.43			80		1
(Dimensions of Ship per Register, length 144.7 breadth 20.1 depth 17.43)											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	7 x 3		7 1/4 x 2 3/4		7 x 3		7 1/4 x 2 3/4		39 9/16 x 30 1/16		
Stem, if bar iron, moulding and thickness	7 x 3		7 1/4 x 2 3/4		7 x 3		7 1/4 x 2 3/4		Ditto from Garboard to upper part of Bilges..		
" if plate iron, breadth and thickness	7 x 3		7 1/4 x 2 3/4		7 x 3		7 1/4 x 2 3/4		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
Stern-post, if bar iron, moulding and thickness	8 x 5/8		7 1/4 x 5/2		8 x 5/8		7 1/4 x 5/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
" if plate iron, breadth and thickness	8 x 5/8		7 1/4 x 5/2		8 x 5/8		7 1/4 x 5/2		" Sheerstrake, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		22 1/2 9/16 x 30 9/16		
Frames, Size of Angle Iron, single or double	4 3		7/16 x 4 1/4		4 3		7/16 x 4 1/4		Butt Straps to outside plating, breadth and thickness		
" Reversed Iron, to every frame or every frame	3 3		9/16 x 3 2 3/4		3 3		9/16 x 3 2 3/4		9 x 9/16 to 7/16		
Floors, depth and thickness of Floor Plate at mid line	18		7/16 x 18 1/2		18		7/16 x 18 1/2		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
" Ditto ditto at Bilge Keelson	8		7/16 x 8		8		7/16 x 8		24 7/16 x 2 3/4 9/16		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3 3		9/16 x 3 2 3/4		3 3		9/16 x 3 2 3/4		Angle Iron on ditto		
Beams, Deck (N <sup>o</sup> . 45) double Angle Iron, Plate, Tee, or Bulb Iron	7 7/16		7 7/16		7 7/16		7 7/16		4 1/2 x 3 1/2 x 7/16 4 3/4 x 3 3/4 x 9/16		
" double or single Angle Iron, on top edge	2 1/2 2 1/2		9/16 x 2 1/2 2 1/2		2 1/2 2 1/2		9/16 x 2 1/2 2 1/2		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
" average space between	3 feet 6 inches		3 feet 6 inches		3 feet 6 inches		3 feet 6 inches		11 7/16 x 10 1/2 9/16		
" Hold, or Lower Deck (N <sup>o</sup> . 32) double Angle, Tee, Plate, or Bulb Iron	7 7/16		7 7/16		7 7/16		7 7/16		Diagonal Tie Plates on ditto		
" double or single Angle Iron, on top edge	2 1/2 2 1/2		9/16 x 2 1/2 2 1/2		2 1/2 2 1/2		9/16 x 2 1/2 2 1/2		11 7/16 x 10 1/2 9/16		
" average space between	2 1/2 x 4 1/2 frame		2 1/2 x 4 1/2 frame		2 1/2 x 4 1/2 frame		2 1/2 x 4 1/2 frame		Planksheer, materials and scantlings		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	2 1/2 x 4 1/2		2 1/2 x 4 1/2		2 1/2 x 4 1/2		2 1/2 x 4 1/2		Waterway ditto ditto		
" Engine	24 9/16		22 9/16		24 9/16		22 9/16		Flat of Upper Deck, thickness and material		
Keelson, single or double plate, box, or intercostal	19 7/16		14 3/4 3 3/4 9/16		19 7/16		14 3/4 3 3/4 9/16		" how fastened to Beams		
" Size of Plates top of floor	14 3/4		3 3/4 9/16		14 3/4		3 3/4 9/16		Ceiling between Decks and in Hold, thickness and material		
" Size of Angle Irons	4 3		7/16 x 4 3/4 3 3/4 9/16		4 3		7/16 x 4 3/4 3 3/4 9/16		Clamps or Spirketting ditto		
" Side, single or d'ble, plate, box, or intercostal	4 1/2 3 1/2		7/16 x 4 3/4 3 3/4 9/16		4 1/2 3 1/2		7/16 x 4 3/4 3 3/4 9/16		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
" Bilge (N <sup>o</sup> . 2) at each Bilge, single, or double, plate, or box	4 1/2 3 1/2		7/16 x 4 3/4 3 3/4 9/16		4 1/2 3 1/2		7/16 x 4 3/4 3 3/4 9/16		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams angle iron		
Transoms, material Plate or, if none, in what manner compensated for.	Plate		Plate		Plate		Plate		Stringers in Hold double angle iron		
Knight-heads, and Hawse Timbers	Chock		Chock		Chock		Chock		Flat of Lower Deck, thickness and material		
The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart	Keel		Gunwale		Keel		Gunwale		Main piece of Rudder, diameter at head		
The reverse angle irons on the floors extend in one length across the middle line from	from thence to hold beam stringer & alternately to deck		from thence to hold beam stringer & alternately to deck		from thence to hold beam stringer & alternately to deck		from thence to hold beam stringer & alternately to deck		5 1/4 5		
" on the frames	from		from		from		from		" " " at heel		
Keelson, how are the various lengths of plates or angle irons connected?	Butt Straps		Butt Straps		Butt Straps		Butt Straps		3 3/4 3		
Plates, Garboard, double or rivetted to keel, double or end at upper edge, with rivets (1 x 3/4 ins.) diameter, averaging (3 1/2 x 2 1/2) apart.	double		double		double		double		(Can the Rudder be unshipped afloat) Yes		
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.	double		double		double		double		Bulkheads, N <sup>o</sup> . 4 Thickness of		
" Butts from Keel to turn of bilge, worked carvel with butt straps (9/16 to 8/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.	double		double		double		double		" Height up upper deck		
" Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 in.) apart.	double		double		double		double		" how secured to the sides of the ship		
" Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 7/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting (2 5/8)	double		double		double		double		Planksheer, how secured to the plating of the sides		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted	double		double		double		double		Deck Beams, how secured to the side? Bracket ends rivetted to frames		
Planksheer, how secured to the plating of the sides	Bolted to stringer & outside plating		Bolted to stringer & outside plating		Bolted to stringer & outside plating		Bolted to stringer & outside plating		Hold or Lower Deck ditto		
Deck Beams, how secured to the side? Bracket ends rivetted to frames	do		do		do		do		Paddle " "		
Hold or Lower Deck ditto	do		do		do		do		No. of breasthooks		
Paddle " "	do		do		do		do		What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?		
No. of breasthooks	5		5		5		5		We certify that the above is a correct description of the several particulars therein given.		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Plate & Angle iron marked Palmer's Best.		Plate & Angle iron marked Palmer's Best.		Plate & Angle iron marked Palmer's Best.		Plate & Angle iron marked Palmer's Best.		Surveyor's Signature		
We certify that the above is a correct description of the several particulars therein given.	Palmer & Co. Limited		Palmer & Co. Limited		Palmer & Co. Limited		Palmer & Co. Limited		IRON 439-0066		



4438 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? no slips observed  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single  
Do the holes for rivetting plate to frames, butt straps, 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? yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c., tested at <u>Lloyd's Lipton</u>					ANCHORS, tested at <u>Lloyd's Lyne</u>				
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to. Tons.
one	Fore Sails,	Chain .....	1244	1244.19.8.65	135	1 1/16 37.4.0.0	3	429	929.19.8.65	9.2.0	20.6.0.0
	Fore Top Sails,	Hamper	1245	1245.19.8.65	135	1 1/16 37.4.0.0		430	930.19.8.65	18.2.0	19.8.3.0
two	Fore Topmast	Stream Cable			90	1 1/16	1	431	931.19.8.65	15.3.14	7.5.1.7
	Stay Sails,	Hawser .....			90	1 1/8				8.3.0	
✓	Main Sails,	Towlines .....			90	1 1/8	2			4.1.12	
	Main Top Sails,	Warp .....			90	1 1/8				2.0.20	
and		All of <u>new</u> quality.									
Her Standing and Running Rigging <u>is</u> sufficient in size and <u>good</u> in quality.											
She has <u>one</u> Long Boat and <u>three others</u>											
The present state of the Windlass is <u>Good</u> Capstan <u>Good</u> and Rudder <u>Good</u> Pumps <u>2 deck pumps</u> <u>and engine pumps</u>											

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Special  
No. 515 Surveys held 2nd. On the plating during the progress of rivetting }  
Date 22 June 1865 while building 3rd. When the beams were in and fastened, and before the decks were laid } Survey  
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated }  
No. — Section 18. 5th. After the ship was launched }  
Date —

State if she has a Span Deck Raised Quarter Deck Forecastle

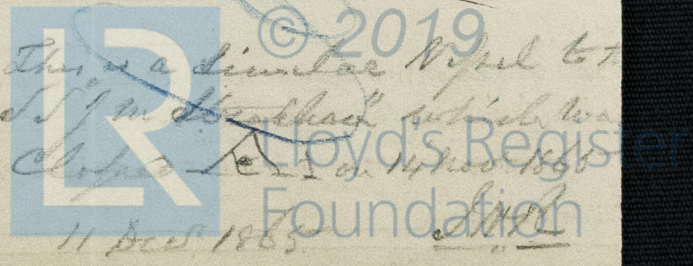
**General Remarks,** This vessel has a double bottom about 112 feet long. She is constructed in all respects similar to the S.S. "J. M. Strachan", Report No 4772. and classed A.

In what manner are the surfaces preserved from oxidation? Inside Red lead and paint  
Ditto ditto Outside do do

I am of opinion this Vessel should be Classed A  
The amount of the Fee .....£ 5: : : is received by me,  
Certificate (if required) .....£ 30: : :  
Committee's Minute 12<sup>th</sup> December 1865

Character assigned A  
M

J. H. Lipton



Mr. P. H. Wright, & Shipyard, South, Strachan & Co.