

# 726 IRON SHIPS.

Rev 1/2/55

No. 1023 Survey held at Glasgow Date 27<sup>th</sup> January 1855  
 on the Ship White Eagle Master William Gray Croudace  
 Tonnage—Gross            Engine Room            Register 993 <sup>25</sup>/<sub>100</sub> Built at Glasgow  
 When Built 1855 By whom built Chas. Stephen & Co. Owners Chas. Stephen & Co.  
 Port belonging to Glasgow Destined Voyage Not Fixed  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Extreme Breadth	Depth from Beam to top of Floor	Power of Engines	Horse No.
199	31 <sup>7</sup> / <sub>16</sub>	20 <sup>9</sup> / <sub>16</sub>		
Distance between Floors amidships	1 6		Stem, <u>if</u> bar iron, moulding and thickness	10 <sup>3</sup> / <sub>4</sub>
"    "    " forward and aft	1 6	1-4	" if plate iron, breadth and thickness	"
"    "    " Ribs amidships	1 6		Stern-post, <u>if</u> bar iron, moulding and thickness	8 <sup>3</sup> / <sub>4</sub>
"    "    " forward and aft	1 6		"    " if plate iron, breadth and thickness	"
Floors, Size of Angle Iron, and No. <u>1</u> at bottom of Floor Plate	5 3 <sup>1</sup> / <sub>2</sub>		Keel, <u>if</u> bar iron, depth and thickness	10 <sup>3</sup> / <sub>4</sub>
" depth & thickness of Plate at mid line	20 <sup>1</sup> / <sub>2</sub>		" if plate iron, breadth and thickness	"
"    "    " at turn of bilge			Garboard Plates, thickness	<u>1/8</u>
" Size of Reversed Angle Iron, and No. <u>2</u> at top of Floor Plate	3 3 <sup>3</sup> / <sub>8</sub> x <sup>3</sup> / <sub>2</sub> x <sup>3</sup> / <sub>10</sub>		" to bilge	<u>13/16</u>
Ribs, Size of Angle Iron, single or double	5 3 <sup>1</sup> / <sub>2</sub>		Bilge	<u>11/16</u>
" Reversed Iron, <u>if</u> to every frame	3 3 <sup>3</sup> / <sub>8</sub> <sup>3</sup> / <sub>2</sub> x <sup>3</sup> / <sub>10</sub>		" to Wales	<u>9/16</u>
" of every other frame	3 3 <sup>3</sup> / <sub>8</sub> <sup>3</sup> / <sub>2</sub> x <sup>3</sup> / <sub>10</sub>		Wales	<u>9/16</u>
Beams, Deck (N <sup>o</sup> . <u>57</u> ) double or single			Topsides	<u>9/16</u>
" Angle Iron	6 3 <sup>1</sup> / <sub>2</sub> <sup>1</sup> / <sub>2</sub> x <sup>1</sup> / <sub>2</sub>		Sheer-strakes	<u>9/16</u>
" depth & thickness of Plate amidships	3 2 <sup>1</sup> / <sub>2</sub> <sup>1</sup> / <sub>4</sub> x 3		Planksheers	<u>None</u>
" double or single Angle Iron, on lower edge	36		Gunwale Plate or Stringer	<u>See Sketch 18 x 1/8</u>
" average space between			Waterway	
" if wood (N <sup>o</sup> . ) sided & moulded			Deck	<u>Yellow Pine 3 1/2</u>
" Hold (N <sup>o</sup> . <u>57</u> ) double or single			Ceiling in flat	<u>American Elm 2 1/2</u>
" Angle Iron	9 1/2		Bilge Planks inside	<u>do do 2 1/4</u>
" depth & thickness of Plate amidships	2 2 <sup>1</sup> / <sub>2</sub> <sup>1</sup> / <sub>4</sub>		Ceiling from Bilge to Clamps	<u>Red Pine 2</u>
" double or single Angle Iron, on lower edge	36		Hold Beam Clamps	
" average space between			" Shelf	
" if wood (N <sup>o</sup> . ) sided & moulded			" Stringers	<u>Planchon 18 1/2</u>
" Paddle, wood, sided and moulded or if Iron, size of Plate			Ceiling between Decks	<u>Yellow Pine 2</u>
" Engine			Stringers	
Keelson, wood, sided & moulded, iron, size of <u>2</u> plates, <u>if</u> Box, give sketch & dimensions	<u>Sketch, side of angled flat</u>		Deck Beam Clamps	
" Side or Bilge	6 3 <sup>1</sup> / <sub>2</sub>		" Shelf	
" Number			Stringers in Hold	
Transoms, material			Deck, Lower	<u>Yellow Pine 2 1/2</u>
Knight-heads			<u>By Angle Iron</u>	
Hawse Timbers			are they free from defects?	
The Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( <u>3/4</u> in.) rivets, about ( <u>9/16</u> ) apart.				
The reverse angle irons on the floors extend in one length across the middle line from <u>Keel</u> to <u>main deck &amp; alternately to lower deck</u>				
"    "    " on the ribs				
Keelson, if wood, length of scarp			<u>Shifted</u>	
Plates, Garboard, double or single rivetted to keel, with rivets ( <u>1</u> ins.) diameter averaging ( <u>3 1/2</u> ins.) from centre to centre of rivet.				
" edges from Garboards to turn of bilge, worked carvel with a lining piece ( <u>1/16</u> in.) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/2</u> ins.) from centre to centre of rivets.				
" butts from Garboards to turn of bilge, worked carvel with a lining piece ( <u>1/16</u> ) thick, double or single rivetted; rivets ( <u>7/8</u> in.) diameter, averaging ( <u>2 1/4</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?				
" edges from bilge to wales, worked carvel with a lining piece ( <u>1/16</u> ) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/2</u> ins.) from centre to centre of rivets.				
" butts from bilge to wales, worked carvel with a lining piece ( <u>9/16</u> thick, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/2</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?				
" edges of wales and to planksheers, worked carvel with a lining piece ( <u>1/16</u> ) thick, or clencher, double or single rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>2 1/2</u> ins.) from centre to centre of rivets.				
Planksheers, how secured to the plating of the sides			Explain by a sketch, if necessary. <u>See Sketch</u>	
Waterway				
Side trussing				
Deck trussing				
Deck Beams, how secured to the side				
Hold				
Paddle				
No. of breasthooks <u>3</u> crutches			how are pointers compensated? <u>Angle Iron</u>	
What description of iron is used for the angle iron and bar iron in the vessel?			<u>As Stephen &amp; Co.</u>	

726 Iron

**Workmanship.** Are the lands or laps of the clenwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *Both*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* 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? *Many*  
 Was the plating caulked internally in the wake of the frames or ribs? *No*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	300	Chain	1 1/2	3	Bower, 35-3-26 1/2 35-2-
2	Fore Top Sails,	80	do	1 1/2	2	31-0-11
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	1 1/2	2	12-0-3 1/2 6-1-
2	Main Sails,	90	Hawser	4 1/2	2	Kedge, 3-3-16 1/2 2-0-
2	Main Top Sails,	90	Towlines	5 1/2		
	and other requisite		Warp	4 1/4		
			All of <i>Good</i> quality.			

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *One 26 feet* Long Boat and *Two 24 ft. Quarter Boats, One 26 ft. Life Boat*

The present state of the Windlass is *Good*, Capstan *Good* and Rudder *Good* Pumps *See in the Log*

**GENERAL REMARKS.**

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

*Has four Watertight Bulkheads, a Poop and Fore Castle*  
*Testing Certificates of Chain Cables produced*  
*Has been Surveyed several times while Building*  
*is in good and efficient condition fit for the safe*  
*Conveyance of dry and perishable Cargoes to and from*  
*all parts of the World*

In what manner are the surfaces preserved from oxidation? *Beacons Patent Paint on Bottom and Red Lead and Linseed Oil Paint*

I am of opinion this Vessel should be Classed *12, A, 1*. Should the Committee see *no objection*

The Amount of the Fee.....£ 5 : : is received by me,

Special .....£ 14 : 4 :

Certificate (if required) .....£ : : 5 : 3

Committee's Minute *2nd February 1855*  
*9th*

Character assigned *A 1 for 9 Years*

*Ant. W. Chapman*  
*22 Finsbury Lane*

*John Maxwell Junr*

*London Surveyors*  
*Registered*  
*Foundation*