

# IRON SHIPS.

No 16/3/55

No. 1049 Survey held at Glasgow Date 9th March 1855  
 on the Iron Steamer "Gortroude" Master Edward Stamp  
 Tonnage Gross 429<sup>27</sup>/<sub>100</sub> Engine Room 128<sup>55</sup>/<sub>100</sub> Register 300<sup>72</sup>/<sub>100</sub> Built at Glasgow  
 When Built 1855 By whom built A. Barclay & Curle Owners Reggie  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock Building & Repair

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse. No.
.....	<u>113<sup>5</sup>/<sub>10</sub></u>	.....	<u>24<sup>7</sup>/<sub>10</sub></u>	.....	<u>14<sup>5</sup>/<sub>10</sub></u>	.....	<u>72</u>
Distance between Floors amidships	1	6				Stem, $\frac{1}{2}$ bar iron, moulding and thickness	6 2
" " " forward and aft	1	6				" if plate iron, breadth and thickness	" "
" " " Ribs amidships	1	6				Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	<u>6<sup>1</sup>/<sub>2</sub> 38 6<sup>1</sup>/<sub>2</sub> x 3<sup>1</sup>/<sub>2</sub></u>
" " " forward and aft	1	6				" " if plate iron, breadth and thickness	" "
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4	3	<u>3/8</u>			Keel, $\frac{1}{2}$ bar iron, depth and thickness	6 2
" depth & thickness of Plate at mid line	18	<u>3/8</u>				" if plate iron, breadth and thickness	" "
" " " " at turn of bilge	4	<u>3/8</u>				Garboard Plates, thickness	<u>1/2</u>
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3	<u>5/16</u>	<u>Amidships</u>		" to bilge	<u>3/16</u>
Ribs, Size of Angle Iron, single or double	4	3	<u>3/8</u>	<u>Ends</u>		Bilge	<u>7/16</u>
to "Reversed Iron, if to every frame or every	3	3	<u>5/16</u>	<u>Amidships</u>		" to Wales	<u>7/16 3/8 Ends</u>
Beams, Deck (N <sup>o</sup> <u>41</u> ) double or single	3	3	<u>1/4</u>	<u>Ends</u>		Wales	<u>7/16</u>
" Angle Iron	3	3	<u>1/4</u>			Topsides	<u>3/8</u>
" " depth & thickness of Plate amidships	6	<u>3/8</u>	<u>Bull-head</u>			Sheer-strakes	<u>7/16</u>
" " double or single Angle Iron, on lower edge	36					Planksheers	<u>None, Iron Bulwarks, Angle Iron</u>
" " average space between	36					Gunwale Plate or Stringer	<u>Plate 16 3/8 x 3 1/2 x 3 3/8</u>
" " if wood (N <sup>o</sup> ) sided & moulded						Waterway	<u>Red Pine 20 6</u>
Hold, (N <sup>o</sup> <u>36</u> ) double or single	3	3	<u>1/4</u>			Deck	<u>Yellow Pine 3</u>
" Angle Iron	3	3	<u>1/4</u>			Ceiling in flat	<u>do 2 1/2</u>
" " depth & thickness of Plate amidships	6	<u>3/8</u>	<u>Bull-head</u>			Bilge Planks inside	<u>do 2 1/2</u>
" " double or single Angle Iron, on lower edge	36					Ceiling from Bilge to Clamps	<u>Yellow Pine 7 x 2 Open Battens</u>
" " average space between	36					Hold Beam Clamps	
" " if wood (N <sup>o</sup> ) sided & moulded						" " Shelf	
Paddle, wood, sided and moulded or if Iron, size of Plate						" " Stringers	<u>Plate 14 3/8 x 5 x 3 x 3/8</u>
Engine						Ceiling between Decks	<u>Open Pine Battens 7 x 2</u>
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	4	3	<u>7/16</u>			Stringers	
" Side or Bilge	20	<u>5/16</u>				Deck Beam Clamps	
" Number	2					" " Shelf	
Transoms, material						Stringers in Hold	
Knights-heads						Deck, Lower	<u>White Pine 2 1/2</u>
Hawse Timbers							

Transoms, material Round Iron or, if none, in what manner compensated for.

Knights-heads are they free from defects?

Hawse Timbers are they free from defects?

The Ribs extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (7 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Hold Beam

" " " on the ribs " " " from Keel to Deck Beam Stringer

Keelson, if wood, length of scarp if iron, how are the various lengths connected? Shifted

Plates, Garboard, double or single rivetted to keel, with rivets (7/8 ins.) diameter averaging (   in.) from centre to centre of rivet.

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

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

" butts from bilge to wales, worked carvel with a lining piece (7/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 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 (  ) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides explain by a sketch, Bolted to Stringer & Plating

Waterway " " planksheer and to the beams if necessary.

Side trussing breadth and thickness of plates how secured

Deck trussing Double Angle Iron, on each side of Hatchways Rivetted back to back

Deck Beams, how secured to the side Plate Knee

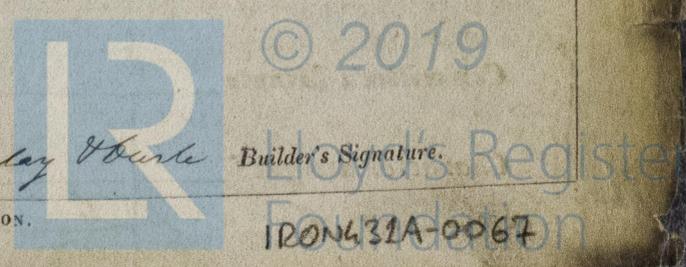
Hold " " do do

Paddle " " do do

No. of breasthooks 3 crutches how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel? Said to be Best

A. Barclay & Curle Builder's Signature.



745. 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? *Some*

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> .	
1	Fore Sails,	200	Chain .....	3	Bower, <i>Cts 21-11 Cts 21-11</i> 15-1-8 & 13-2-8
1	Fore Top Sails,	90	Hempen Stream Cable .....	1	Stream, 11-1-8
1	Fore Topmast Stay Sails,	90	Hawser .....	1	Kedge, 2-1-19
1	Main Sails,	90	Towlines .....	4	
1	Main Top Sails,	75	Warp .....	3	
and other requisite Sails		All of <i>Good</i> quality.			

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

She has *Two 23 feet* Long Boats, and *One 18 feet & one 17 feet* Boats

The present state of the Windlass is *Good* <sup>3 inches</sup> Capstan and Rudder *Good* Pumps *Good*

**GENERAL REMARKS.**

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

*Five Watertight Bulkheads with a Pump in each Compartment; Rigged as a Three Masted Schooner fitted with a Patent Screw Propeller*

*Testing Certificates of the Chain Cables produced surveyed several times in accordance with the Rules during the progress of Building*

*As a well finished vessel 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? *Red Lead and Linseed Oil Paint*

I am of opinion this Vessel should be Classed *A. 1.*

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 4 : 4 : 0

Certificate (if required) .....£ 0 : 5 : 0

Committee's Minute *16<sup>th</sup> March* 1855

Character assigned *A. 1 - Built of Iron*

*Certificate of Classification to be sent to the Registrar of Shipping, Admiralty House, Whitehall*

