

IRON SHIPS.

No. 1763 Survey held at Stockton Date 8th September 1857
 on the Screw Steamer "Gutham Hall" Master John Finlay
 Tonnage Gross 583 Engine Room 121 Register 462 Built at Stockton
 When Built 1857 By whom built Messrs M. Pearson & Co Owners M. Pearson & Co
 Port belonging to West Hartlepool Destined Voyage London
 If Surveyed Afloat or in Dry Dock While building and afloat in River Tees

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
<u>110</u>			<u>27</u>			<u>15</u>			<u>45</u>	<u>2</u>
Distance between Floors amidships	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.		
" " " forward and aft										
" " Ribs amidships										
" " " forward and aft										
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	Inches.	Inches.	16ths	Inches.	Inches.	16ths	Inches.	Inches.	16ths	
" depth & thickness of Plate at mid line										
" " " at turn of bilge										
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate										
Ribs, Size of Angle Iron, single or double										
" Reversed Iron, <u>to every frame</u>										
" <u>of every other frame</u>										
Beams, Deck (No. <u>63</u>) double or single										
" Angle Iron <u>on top edge</u>										
" depth & thickness of plate amidships										
" double or single Angle Iron, <u>Built on lower edge</u>										
" average space between										
" if wood (No.) sided & moulded										
" Hold, (No. <u>402</u>) double or single										
" Angle Iron <u>on top edge</u>										
" depth & thickness of plate amidships										
" double or single Angle Iron, <u>Built on lower edge</u>										
" average space between										
" if wood (No.) sided & moulded										
" Paddle, wood, sided and moulded										
" or if Iron, size of Plate										
" Engine										
Keelson, wood sided & moulded iron, size of plate, if Box, give sketch & dimensions										
" Side or Bilge										
" Number										

Transoms, material or, if none, in what manner compensated for. By ribs and plating
 Knight-heads Leigh out Bulkheads, No. Five Thickness of 1/2 Angle iron 2 1/2 x 2 1/2 placed vertically about 2 ft apart
 Hawse Timbers are they free from defects? Yes
 The Ribs extend in one length from Keel to Gunnwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from top of bilge to Keel
 " " " on the ribs " " " from bilge to Deck Beams two plates and from the Gunnwale Stringer to the lower edge of Deck beam clamp plate alternately
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Angle irons shifted and Bolt straps
 Plates, Garboard, double or single rivetted to keel, with rivets (1 in.) diameter averaging (3 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (1/8 in.) 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? Yes
 " edges from bilge to wales, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (1/8 in.) 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? Yes
 " edges of wales and to planksheers, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 in.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by sketch, } Bolts driven through outside plating and clenched also
 Waterway " " planksheer and to the Beams { if necessary. } Screw bolts driven from above and set up with nuts on
 Side trussing breadth and thickness of plates how secured Gunnwale Stringer plate
 Deck trussing Two pair of 8 x 1/2 in. plates fitted diagonally on each side of main Hatchway extending from the Hatchway stringer to Gunnwale stringer
 Deck Beams, how secured to the side { Bracket knees rivetted }
 Hold " "
 Paddle " "
 No. of breasthooks Five crutches how are pointers compensated? Termination of Keelsons and Stringer plates
 What description of iron is used for the angle iron and bar iron in the vessel? Swedish and Co. Whitlam & Co.
 Builder's Signature M. Pearson & Co.

1465 Iron

Workmanship. Are the lands or laps of the clenchwork 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? *Yes*
 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? *Several in the Butts*
 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 ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain	240	1 5/8	Bower,	3	20 1/2
	Fore Top Sails,	Heaven Stream Cable	90	1 3/8			
	Fore Topmast Stay Sails,	Hawser	75	8	Stream,	1	6 2
	Main Sails,	Towlines	75	6			
	Main Top Sails,	Warp	75	4 1/4	Kedge,	2	3
	and	All of <u>good</u> quality.					

Her Standing and Running Rigging 3/4 in Hemp sufficient in size and new in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan Iron and Rudder good Pumps 4 in V Donkey

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 No 59</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>D</u>
	5th.	After the ship was launched	

The Bulkheads of this vessel are fitted between double frame Angle iron having broad liners, extending in one piece from the fore side of the frame above the bulkhead frames to the aft side of the frame above the bulkhead frames except the after one, which is fitted to a single frame with bracket knees. The main keelson is secured with double angle iron on the top of floor plates and at the gunwale there is a $8\frac{1}{2} \times 16$ plate extending round inside of the sheerstrake fitted on the top of gunwale stringer extending above the top of the sheerstrake so as to form strap for connecting the Bulwark plating. The rivet holes at the inside surface of the plate also all the rivet holes of the Angle iron on the gunwale stringer are countersunk so as to form a fair surface for the faying of the Waterway.

On account of the reversed Angle iron on the alternate frames stopping short at the lower part of the Deck Beam knee plates. Reversed angle iron has been fitted to the other frames extending from the gunwale stringer to the lower part of the Deck beam clamp plate.
 Letting Certificates of Chain cables produced

In what manner are the surfaces preserved from oxidation? with Patent Sorebay Iron paint

We are of opinion this Vessel should be classed GA 1

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

Special£ 29 : 3 : -

Certificate (if required)£ : : -

Committee's Minute 11 September 1857

Character assigned A 1 for 9 Years
Built of Iron



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