

Requisition No. 5014

IRON SHIPS.

Rec 24/3/64

No. 4750 Survey held at Grunock
on the ship "Orana"

Date 9th March

1864

Master Walter Guthrie

Tonnage Gross 997.08 Engine Room

Register

Built at Grunock

When Built 1864

By whom built Scott & Co.

Owners William Pitt

Port belonging to Grunock

Destined Voyage Glyde to Calcutta

Surveyed Afloat or in Dry Dock

While building

Length aloft	Fect. Inches.	Extreme Breadth	Fect. Inches.	Depth from top of Upper Deck	Fect. Inches.	Beam to top of Floor	Fect. Inches.	Power of Engines	Horse No.
201 <u>7</u>		33 <u>7</u> / <u>10</u>		21 <u>3</u> / <u>10</u>					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship. <u>18</u>	Inches required per Rule. <u>21</u>							
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate	Inches in Ship. <u>5</u>	Inches in Ship. <u>3</u>	16ths required per Rule. <u>42</u>	Inches required per Rule. <u>3</u>	16ths required per Rule. <u>48</u>				
depth and thickness of Floor Plate at mid line	<u>22</u>	<u>46</u>	<u>22</u> / <u>2</u>	<u>48</u>					
depth and thickness of Floor Plate at Bilge Keelson	<u>9</u>	<u>46</u>		<u>48</u>					
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	<u>3</u> / <u>4</u>	<u>3</u>	<u>46</u>	<u>3</u> / <u>4</u>	<u>3</u>	<u>26</u>			
Frames, Size of Angle Iron, single or double, and on every alternate frame to Gunwale	<u>5</u>	<u>3</u>	<u>46</u>	<u>4</u> / <u>2</u>	<u>3</u>	<u>48</u>			
Reversed Iron, <u>to every</u> frame	<u>3</u> / <u>4</u>	<u>3</u>	<u>46</u>	<u>3</u> / <u>2</u>	<u>3</u>	<u>26</u>			
Beams, Deck (N ^o) <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	<u>3</u> / <u>2</u>	<u>3</u>	<u>46</u>	<u>3</u> / <u>2</u>	<u>3</u>	<u>48</u>			
depth & thickness of plate amidships	<u>8</u> / <u>2</u>	<u>46</u>	<u>8</u> / <u>2</u>	<u>48</u>					
double or single Angle Iron, on lower edge									
average space between	<u>3 feet</u>		<u>3 feet 6 inches</u>						
if wood (N ^o) sided & moulded									
Hold, or Lower Deck (N ^o) <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	<u>3</u> / <u>2</u>	<u>3</u>	<u>46</u>	<u>3</u> / <u>2</u>	<u>3</u>	<u>48</u>			
depth & thickness of plate amidships	<u>8</u> / <u>2</u>	<u>46</u>	<u>8</u> / <u>2</u>	<u>48</u>					
double or single Angle Iron, on lower edge									
average space between	<u>3 feet</u>		<u>3 feet 6 inches</u>						
if wood (N ^o) 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	<u>25</u>	<u>46</u>	<u>27</u> / <u>2</u>	<u>48</u>					
Side or Bilge <u>double Angle Iron</u>	<u>5</u>	<u>4</u> / <u>2</u>	<u>46</u>	<u>5</u>	<u>4</u> / <u>2</u>	<u>48</u>			
Number <u>21</u>									

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

Knight-heads Iron Bulkheads, N^o. Two Thickness of 7/8 3/4

Hawse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from Lower deck to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron Butt Straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting ()

Planksheer, how secured to the plating of the sides { Explain by sketch, } By Angle Iron

Waterway planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft each side of Hatchways 15 x 19 inch and diagonal plates where practicable

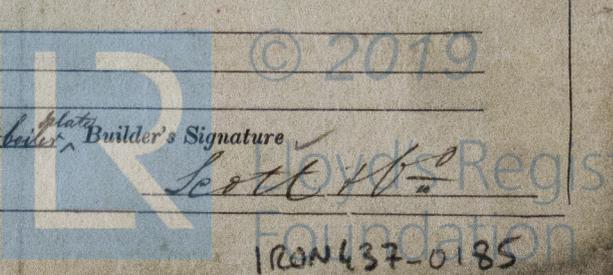
Deck Beams, how secured to the side? By plate knees

Hold or Lower Deck By plate knees

Paddle

No. of breasthooks Four crutches Four how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Scott's Bridge Iron & Best Boiler Plate Builder's Signature Scott & Co.



3514. *Iron*

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 rivetted 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? *Solid*
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? *A few*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length. *Lower masts and main and fore yards Iron*
 She has SAILS. CABLES, &c. ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.	
	Fore Sails,	Chain <i>Admiralty test 57th</i>	300	1-46	Bower, <i>Common Admiralty test 30 tons</i>	1 36.2.18 1 36.3.18 1 29.2.22
	Fore Top Sails,	Hempen Stream Cable	90	10	Stream, <i>Common</i>	1 11.---
<i>Two</i>	Fore Topmast Stay Sails,	Hawser	90	8		
<i>Sails</i>	Main Sails,	Towlines	90	6		
<i>Iron</i>	Main Top Sails,	Warp	90	5	Kedge, <i>ditto</i>	1 6.1.7 1 3.-6
	and	All of <i>Good</i> quality.				

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

She has *two life boats, one* Long Boat and *big*
 The present state of the Windlass is *Good* *two* Capstans *Good* and Rudder *Good* *with* Pumps. *Four lead. Good*

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
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched
 } *Specially surveyed while building from 14th February 1863 to 9th March 1864 in all 52 visits*

This vessel has been built under special survey as per order 277; is fitted with wood waterways and rough-tie stanchions; plank sheers &c of East India Teak; and wood bulwarks. She has a full poop and fore-castle.

In what manner are the surfaces preserved from oxidation? *Portland Cement in flat up to bilges, and three coats of Red lead inside and outside and two coats of Peacock's composition on bottom.*

I am of opinion this Vessel should be classed *A1.*

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

Moh III Special£ 49 : 17 : "

x Certificate (if required)£ " : " : "

Committee's Minute *29 March 1864*

Character assigned *A1*

H. J. Gould

I concur in the above recommendation

26 Mar 1864

