

3703 IRON SHIPS.

Request for S.P. Feb. 1864

Rec 13/8/64

No. 2223 Survey held at Glasgow Date July 30 1864
 in the Ship "Comraughtee" Master Baxter
 Tonnage Gross 1057.62 Engine Room 83.02 Register 974.6 Built at Glasgow
 When Built 1864 Launched 21 June By whom built J. G. Laurie
 Owners James Simpson & Co. Port belonging to Bombay Destined Voyage Bombay
 Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
211.2			35.65			21							
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.											
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.											
depth and thickness of Floor Plate at mid line													
depth and thickness of Floor Plate at Bilge Keelson													
Size of Reversed Angle Iron, and No. at top of Floor Plate													
Frames, Size of Angle Iron, single or double													
Reversed Iron, if to every frame													
Beams, Deck (No. of double Angle Iron, Plate, or Bulb Iron)													
double or single Angle Iron, on upper edge													
average space between													
if wood (No. sided & moulded													
Hold, or Lower Deck (No. of double Angle Iron, Plate, or Bulb Iron)													
double or single Angle Iron, on upper edge													
average space between													
if wood (No. sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plate, or iron													
Size of Plates													
Size of Angle Irons													
Ditto Bilge (No. of)													
Transoms, material, if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers													
The Frames or Ribs extend in one length from													
The reverse angle irons on the floors extend in one length across the middle line from													
on the frames, from													
Keelson, how are the various lengths of plates or angle irons connected?													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets													
Edges from Garboards to upper part of bilge, worked													
Butts from Keel to turn of bilge, worked carvel with a lining piece													
Edges from bilge to sheerstrake, worked													
Edge of Sheerstrake, double or single rivetted?													
Butts from bilge to planksheers, worked carvel with a lining piece													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?													
Planksheer, how secured to the plating of the sides													
Waterway, planksheer and to the Beams													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
Paddle													
No. of breasthooks													
What description of iron is used for the angle iron and plate iron in the vessel?													

3703 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? *Yes*

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 in corners of butts*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<i>A Double Sail of Sails</i>	Fore Sails,	<i>Tested June 25th to 55 fms</i>	<i>300 1 1/2</i>	<i>132 fms</i>	
	Fore Top Sails,			<i>Admiralty Anchor</i>	<i>30.0</i>
	Fore Topmast Stay Sails,			<i>Bower, ...</i>	<i>30.0</i>
	Main Sails,			<i>Bottoms</i>	<i>1 32.2</i>
	Main Top Sails,			<i>Stream,</i>	<i>1 12.0</i>
and				<i>Kedge,</i>	<i>2 9.0</i>
					<i>3.0</i>

Her Standing and Running Rigging *Gal^l Mar² Kemp* sufficient in size and *Good* in quality.

She has *two 26 feet* Long Boat and *two of 24 feet and one of 20 feet*

The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

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 *Built under Special*
 - 2nd. On the plating during the progress of rivetting *Survey and seen on the following*
 - 3rd. When the beams were in and fastened, and before the decks were laid *dates March 11, 17, 25, Apr 3, 10, 17*
 - 4th. When the ship was complete, and before the plating was finally coated *22 (1863) Aug. 11, 21, Feb. 29, 18, 25*
 - 5th. After the ship was launched *March 2, 16, 23, 28, April 5, 11, 20, 25, 29, May 3, 7, 10, 11, 19, 25, 31, June 6, 14, 16, 21, 24, 27, 29, July 30, (1864)*

This vessel is fitted with a Full Poop, Forecastle and a House on Deck for the crew; the Plans are not quite up to the moulding required by new rules but are 10% thicker; the Frames are spaced 21 ins apart as sanctioned by Com^{rs} letter to Builder who at that time was unadvised of the alterations defining the moulding of Floors and made them as to moulding in conformity with the then existing Rules; the Floor Curves are extended up the Bilges as required

Is fitted with an intermediate keelson midway between middle line and Bilges (as sanctioned by Com^{rs} letter 14th of) formed with a Built iron 8 1/2 x 20 and two Angle Bars 5 x 4 1/2. All Butt Straps are double Cham Riveted with an increase width of Straps.

In what manner are the surfaces preserved from oxidation?

Cement, remainder with Red Lead and Blackvarnish

I am of opinion this Vessel should be classed *A 1*

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

Am^t MK Special £ 52 : 18 : :

Certificate (if required) £ *Gratis*

Committee's Minute *16th August 1864* Fore. main & Mizzen Masts formed with *Three Plates 7 1/2 to 8 1/2 thick, double overlap joints and*
Character assigned *Built double Riveted*
A 1 { Fore. main and Mizzen Yards of Steel 50. 50 x 30 } in the above
{ Fore. main and Mizzen Topmasts of Steel 50 x 30 } recommended
MM { Remainder of Spars Red Pine and Spruce }
1864