

IRON SHIPS.

Request for S.S. No. 3238

Rec 18/8/64

No. 3238 Survey held at Glasgow Date Aug. 15 1864
 on the SS. Colclutha Master William Gray
 Tonnage Gross 500 Engine Room 110.61 Register 297.46 Built at Glasgow
 When Built 1863 Launched 1st July By whom built Messrs Barclay, Curle & Co
 Owners James Watson & Co Port belonging to Glasgow Destined Voyage Bristol Trade
 If Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.
<u>190</u>	<u>3</u>	<u>20</u>	<u>9</u>	<u>14</u>	<u>11</u>	<u>90</u>	<u>90</u>
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships. <u>21</u>		Inches required per Rule. <u>21</u>		Stem, if bar iron, moulding and thickness <u>2 1/2</u>		
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Stern-post, if bar iron, moulding and thickness <u>5 1/2</u>		
depth and thickness of Floor Plate at mid line	Inches in Ship. <u>1 1/2</u>		Inches required per Rule. <u>1 1/2</u>		Keel, if bar iron, depth and thickness <u>2 1/2</u>		
depth and thickness of Floor Plate at Bilge Keelson	Inches in Ship. <u>1 1/2</u>		Inches required per Rule. <u>1 1/2</u>		Garboard Plates, Breadth and thickness <u>30</u>		
Size of Reversed Angle Iron, and No. at top of Floor Plate	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		From Garboard to upper part of Bilge <u>30</u>		
Frames, Size of Angle Iron, single or double	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		From upper part of Bilge to Sheerstrakes <u>70</u>		
Reversed Iron, if to every frame and in every stavo frame	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Sheerstrakes, Breadth and thickness <u>30</u>		
Beams, Deck (N ^o double Angle Iron, Plate, or Bulb Iron)	Inches in Ship. <u>7 1/2</u>		Inches required per Rule. <u>7 1/2</u>		Butt Straps to outside plating, Breadth and thickness <u>30</u>		
double or single Angle Iron, on upper edge	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Planksheers <u>none</u>		
average space between	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Gunwale Plate or Stringer on ends of Up. Dk Beams <u>2 1/2</u>		
if wood (N ^o) sided & moulded	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Angle Iron on ditto <u>4</u>		
Hold, or Lower Deck (N ^o double Angle Iron, Plate, or Bulb Iron)	Inches in Ship. <u>7 1/2</u>		Inches required per Rule. <u>7 1/2</u>		Diagonal Tie Plates on Beams <u>5</u>		
double or single Angle Iron on upper edge	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Waterway <u>12</u>		
average space between	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Deck <u>3 1/2</u>		
if wood (N ^o) sided & moulded	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Ceiling in Hold <u>2</u>		
Paddle, wood, sided and moulded, or if Iron, size of Plate	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Ceiling betwixt Decks <u>2</u>		
Engine	Inches in Ship. <u>3</u>		Inches required per Rule. <u>3</u>		Beam Clamps or Spircketing <u>3</u>		
Keelson, single plate, box, or intercostal	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Stringer Plates on ends of Hold or Lower Dk Beams <u>20</u>		
Size of Plates	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Ceiling between Decks <u>4</u>		
Size of Angle Irons	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Stringer or Tie Plates outside Hatchways <u>10</u>		
Ditto Bilge (No. <u>two</u>)	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Deck Beam Clamps or Spircketing <u>3</u>		
Transoms, material <u>Iron</u> , if none, in what manner compensated for	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Shelf <u>3</u>		
Knight-heads, and Hawse Timbers <u>Iron</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Stringers in Hold <u>4</u>		
The Frames or Ribs extend in one length from <u>Middle Line</u> to <u>Gunwale</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Deck, Lower <u>4</u>		
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams</u> to <u>Ditto</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Deck, Upper, how fastened to Beams <u>25</u>		
on the frames, from <u>Middle Line</u> to <u>Gunwale</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Bulkheads, N ^o <u>one</u> Thickness of <u>30</u>		
Keelson, how are the various lengths of plates or angle irons connected? <u>By lapping pieces</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		how secured to the sides of the ship <u>Riveted between two frames</u>		
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		size of vertical angle iron and their distance apart <u>3 x 2 1/2 x 20. 30</u>		
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 (1/2 in.) diameter, averaging (3 ins.) from centre to centre of rivets.	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		rivetted through plates with (3/4 in.) rivets, about (6 ins.) apart.		
Butts from Keel to turn of bilge, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams</u> to <u>Ditto</u>		
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		on the frames, from <u>Middle Line</u> to <u>Gunwale</u>		
Edge of Sheerstrake, double or single rivetted? <u>double</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Keelson, how are the various lengths of plates or angle irons connected? <u>By lapping pieces</u>		
Butts from bilge to planksheers, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		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 (1/2 in.) diameter, averaging (3 ins.) from centre to centre of rivets.		
Planksheer, how secured to the plating of the sides <u>none</u> Explain by sketch	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Butts from Keel to turn of bilge, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>		
Waterway, planksheer and to the Beams <u>new bolts and nuts</u> if necessary.	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>		
Deck Beams, how secured to the side? <u>Welded knees rivetted to beams</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Edge of Sheerstrake, double or single rivetted? <u>double</u>		
Hold or Lower Deck <u>Ditto</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Butts from bilge to planksheers, worked carvel with a lining piece 1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)		
Paddle <u>Ditto</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double</u>		
No. of breasthooks <u>four</u> crutches <u>four</u> how are pointers compensated? <u>all pointed up run through</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Planksheer, how secured to the plating of the sides <u>none</u> Explain by sketch		
What description of iron is used for the angle iron and plate iron in the vessel? <u>Cast iron & malleable</u> Builder's Signature <u>Barclay, Curle & Co</u>	Inches in Ship. <u>3 1/2</u>		Inches required per Rule. <u>3 1/2</u>		Waterway, planksheer and to the Beams <u>new bolts and nuts</u> if necessary.		

Iron 3708

Workmanship. Are the lands or laps of the clenwork 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 courses of Becket

Her Masts, Yards, &c., are of Wood ^{good} condition, and sufficient in size and length.

SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.	N ^o .	Weight.	
Single Sails	Fore Sails,	Tested to 28 th Feb		Tested to 15 th & 15 th Feb		
	Fore Top Sails,	Chain	310	1 1/4	Bower	3 10.2.0
	Fore Topmast Stay Sails,	Chain	90	1 1/2	Admiralty pattern	3 10.1.0
	Main Sails,	Hawser	30	3/4	Stream,	1 4.3.0
	Main Top Sails,	Towlines	80	5 1/2	Kedge,	2 2.3.0
and	Warp	80	5		1.3.0	
	All of <u>Good</u> quality.	80	4			

Her Standing and Running Rigging Galv^d Wire ^{Hemp} sufficient in size and Good in quality.

She has Two Life Boats Long Boat and 23rd feet each. Two Quarter Boats 21 feet 2 1/4 feet long

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.

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 of 4th May 4. 9. 13. 21. 26

4th. When the ship was complete, and before the plating was finally coated 30. June 4. 9. 30. 31. July 7. 1864

5th. After the ship was launched 26 August 1864

This vessel is fitted with a full Poop and Forecastle; Sheerstrake is increased to 70 of an inch in thickness and doubled with a 3/4 in Plate to back, and extended for a length of 145 feet; Bulk head fitted to huddle line and Bulge Keelson 1/2 in and in all other respects as per accompanying Midship Section

In what manner are the surfaces preserved from oxidation Flat of Bottom with Portland Cement remainder with Red Lead and Black Paint

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

The amount of the Fee £ 5 : 0 : 0 is received by me,
Ant HMC Special £ 25 : 8 : 0
 Certificate (if required) £ 10 : 0 : 0

Committee's Minute 19th August 1864

Character assigned B. 1

[Handwritten signature: J. O. Darling]

[Handwritten signature: J. O. Darling]

I have examined this Report and concur in the recommendation
[Handwritten signature] 18/8/64

