

IRON SHIPS.

Rev 16/1/65

No. 3513 Survey held at Hull Date 14th January 1865

on the Screw Brig "Gunga" Master Snelling

Tonnage Gross 1201 Engine Room 309 Register 891 Built at Hull

When Built 1854 Launched 18th October By whom built Chas & W Earle

Owners B & S Co Limited Port belonging to Liverpool Destined Voyage Calcutta

Surveyed Afloat or in Dry Dock Special survey during 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.
	35	7		32	2		30	4		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21							
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	5	3	9/16	5	3	9/16				
depth and thickness of Floor Plate at mid line	20	x	1 1/2	2 1/2	x	1 1/2				
depth and thickness of Floor Plate at Bilge Keelson	10	x	1 1/2	5	x	1 1/2				
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3 1/2	3	9/16	3 1/2	3	9/16				
Frames, Size of Angle Iron, single or double	5	3	9/16	5	3	9/16				
Reversed Iron, if to every frame	3 1/2	3	9/16	3 1/2	3	9/16				
Beams, Deck (N ^o . <u>72</u>) double Angle Iron, Plate, or Bulb Iron	8	x	9/16	8	x	9/16				
double or single Angle Iron, on top edge	3	3	9/16	3	3	9/16				
average space between	42	in		42	in					
if wood (N ^o .) sided & moulded										
Hold, or Lower Deck (N ^o . <u>57</u>) double Angle Iron, Plate, or Bulb Iron	8	x	9/16	8	x	9/16				
double or single Angle Iron on top edge	3	3	9/16	3	3	9/16				
average space between	42	in		42	in					
if wood (N ^o .) sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine										
Keelson, single plate, box, or intercostal										
Size of Plates										
Size of Angle Irons										
Ditto Bilge (No. <u>one</u>)	6	4 1/2	9/16	6	4 1/2	9/16				

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

Knight-heads, and Hawse Timbers Bow plating

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

The reverse angle irons on the floors extend in one length across the middle line from Top of Tank to de

Keelson, how are the various lengths of plates or angle irons connected? with Butt straps at the Butts of angle irons shifted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/8 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 (in) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/8) thick, double or single rivetted; rivets (7/8 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? Not in outer strake

Edges from bilge to sheerstrake, worked carvel with a lining piece (in) thick, or clencher, double or single rivetted; rivets (1/4 in.) diameter, averaging (3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? None

Edge of Sheerstrake, double or single rivetted? Both amidships triple rivetted

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

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Gunwale Stringer plate both amidships triple rivetted

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

Waterway " " planksheer and to the Beams { if necessary. } Gutter Waterway

Deck Beams, how secured to the side? with welded knees rivetted to frames & angle irons rivetted to Stringer plate

Hold or Lower Deck " " do

Paddle " " do

No. of breasthooks Four crutches - how are pointers compensated? By frames plating

What description of iron is used for the angle iron and plate iron in the vessel? Cornish Patent & Hopkin Builder's Signature

3950 lbs

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? Yes Several in the Butts

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 <u>two 55 tons 2 out</u>	300	1 3/4	Bower, <u>first man's weight including</u>	3	37.3.26
✓	Fore Top Sails,	<u>cut up into 24 parts</u>	90	1	<u>of stock, cut up into</u>	3	37.1.6
✓	Fore Topmast Stay Sails,	Hawser <u>Manilla</u>	90	10	<u>dated Newcastle 2.6.52</u>	1	37.2.5
✓	Main Sails,	Towlines	90	12	<u>equal to 1st Barrell</u>	1	10.2.10
✓	Main Top Sails,	Warp	90	15	Kedge,	2	5.1.13
	and <u>other various</u>	All of <u>good</u> quality.					2.3.17

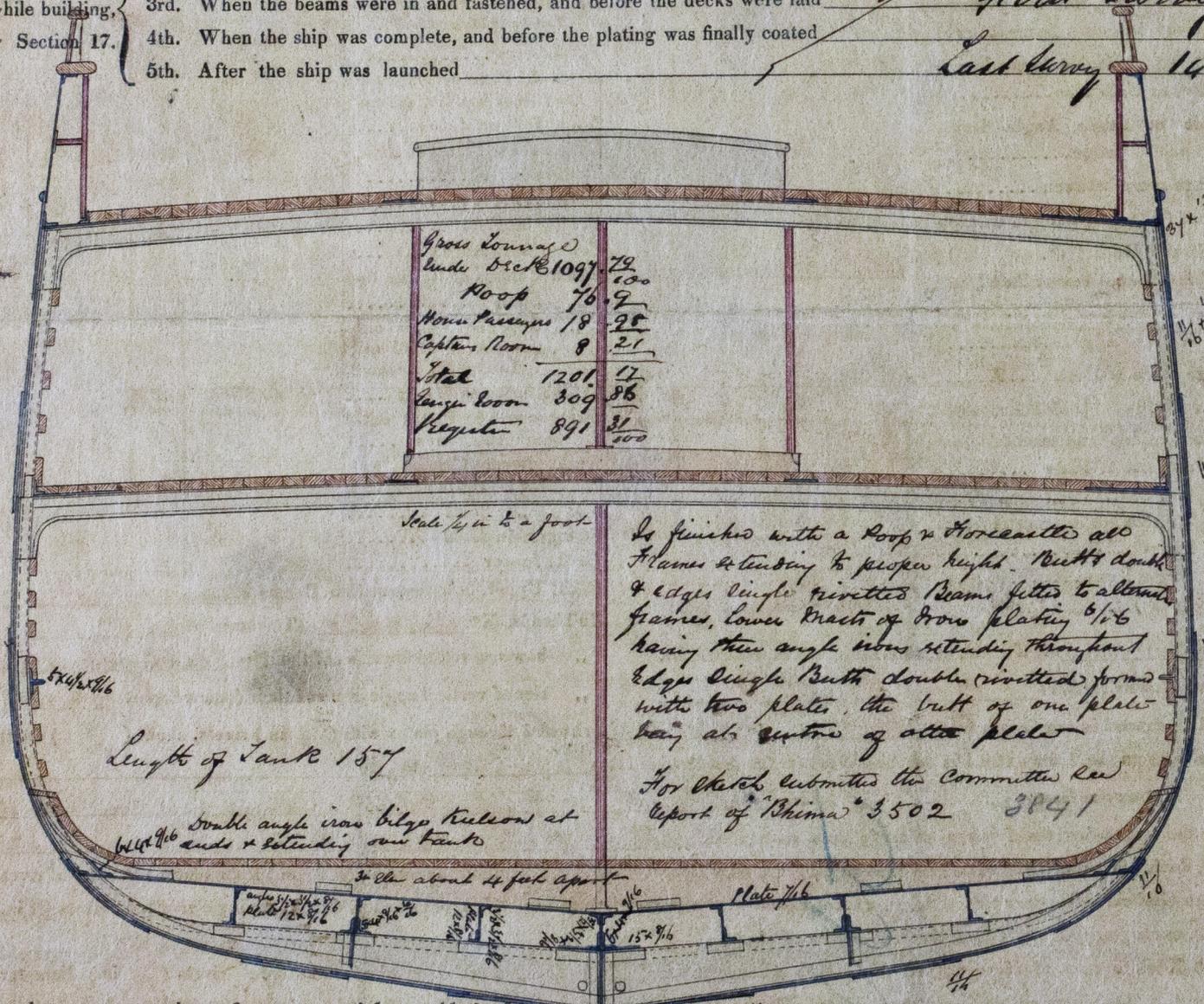
Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality.

She has Two Life Boats Long Boat and four others

The present state of the Windlass is Good Capstan Iron and Rudder good Pumps Copper

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 Special Survey Dec 75
- 2nd. On the plating during the progress of rivetting First Survey 31st March 1860
- 3rd. When the beams were in and fastened, and before the decks were laid Second Survey 14th Jan 1865
- 4th. When the ship was complete, and before the plating was finally coated
- 5th. After the ship was launched



In what manner are the surfaces preserved from oxidation?
The flat of bottom inside covered with cement the remainder of plating with paint

I am of opinion this Vessel should be classed B 1

The amount of the Fee£ 5 : 0 : 0 is received by me,
Jan 1865 Special£ 60 : 1 : -
 Certificate (if required)£ : : :

Committee's Minute 17th January 1865
20th January 1865
 Character assigned B

Mr Davidson

The compensations for the excessive wear upon the length of the plates in this vessel is the shearstrokes and plates under it from 1/16 thicker than allowed by rule and the butts of plates between shearstrokes being twice rivetted. The upper part of the plates for the B 1 class 17th Jan 1865

(A+C.E)
[Signatures]