

# IRON SHIPS.

No. 3513 Survey held at Hull Date 14<sup>th</sup> January 1865  
on the Screw Brig "Gunga" Master Snelling

Tonnage Gross 1201 Engine Room 309 Register 891 Built at Hull  
When Built 1854 Launched 18<sup>th</sup> October By whom built Chas & W Earle

Owners B & 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	Feet.	Inches.	Power of Engines	Horse.
35	7	6	32	2	10	30	4	150		

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches in Ship.		Inches required per Rule.	
	In Ship.	In Ship.	In Ship.	In Ship.		In Ship.	In Ship.		
21	21	21	21	21	8 1/2	3	8 1/2	3	
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	5	3	9 1/8	5	3	9 1/8	5	3	
depth and thickness of Floor Plate at mid line	20	x	1 1/8	2 1/2	x	1 1/8	2 1/2	x	
depth and thickness of Floor Plate at Bilge Keelson	10	x	1 1/8	5	x	1 1/8	5	x	
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3 1/2	3	9 1/8	3 1/2	3	9 1/8	3 1/2	3	
Frames, Size of Angle Iron, single or double	5	3	9 1/8	5	3	9 1/8	5	3	
Reversed Iron, if to every frame	3 1/2	3	9 1/8	3 1/2	3	9 1/8	3 1/2	3	
Beams, Deck (No. 1/2) double Angle Iron, Plate, or Bulb Iron	8	x	9 1/8	8	x	9 1/8	8	x	
double or single Angle Iron, on top edge	3	3	9 1/8	3	3	9 1/8	3	3	
average space between	42	in	42	in					
if wood (No. ) sided & moulded									
Hold, or Lower Deck (No. 57) double Angle Iron, Plate, or Bulb Iron	8	x	9 1/8	8	x	9 1/8	8	x	
double or single Angle Iron, on top edge	3	3	9 1/8	3	3	9 1/8	3	3	
average space between	42	in	42	in					
if wood (No. ) 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. one)	6	4 1/2	9 1/8	6	4 1/2	9 1/8	6	4 1/2	

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 Rib 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 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 ( 1 in. ) thick, or clench, 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 ( 1/8 ) thick, or clench, double or single rivetted; rivets ( 1/4 in. ) diameter, averaging ( 3 1/4 in. ) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Clench

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 1/4 in. ) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/4 ) Breadth of laps in single rivetting ( 4 )

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 } Gunwale Stringer

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

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? Cornwall & Hopkin Builder's Signature



**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 <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
Fore Sails,	Chain <i>total 2 55 tons 2 each</i>	300	13/4	Bower,	<i>Botmans weight inclining</i>
Fore Top Sails,	<i>cutting date New York 24 dec</i> Hampden Stream Cable	90	1		<i>of block, Centipede</i>
Fore Topmast Stay Sails,	Hawser <i>Manilla</i>	90	10	Stream,	<i>dated New York 2.6.56</i>
Main Sails,	Towlines <i>50</i>	90	12		<i>signed Robt Barrell</i>
Main Top Sails,	Warp <i>5</i>	90	15	Kedge,	
and others as required	All of <i>good</i> quality.				

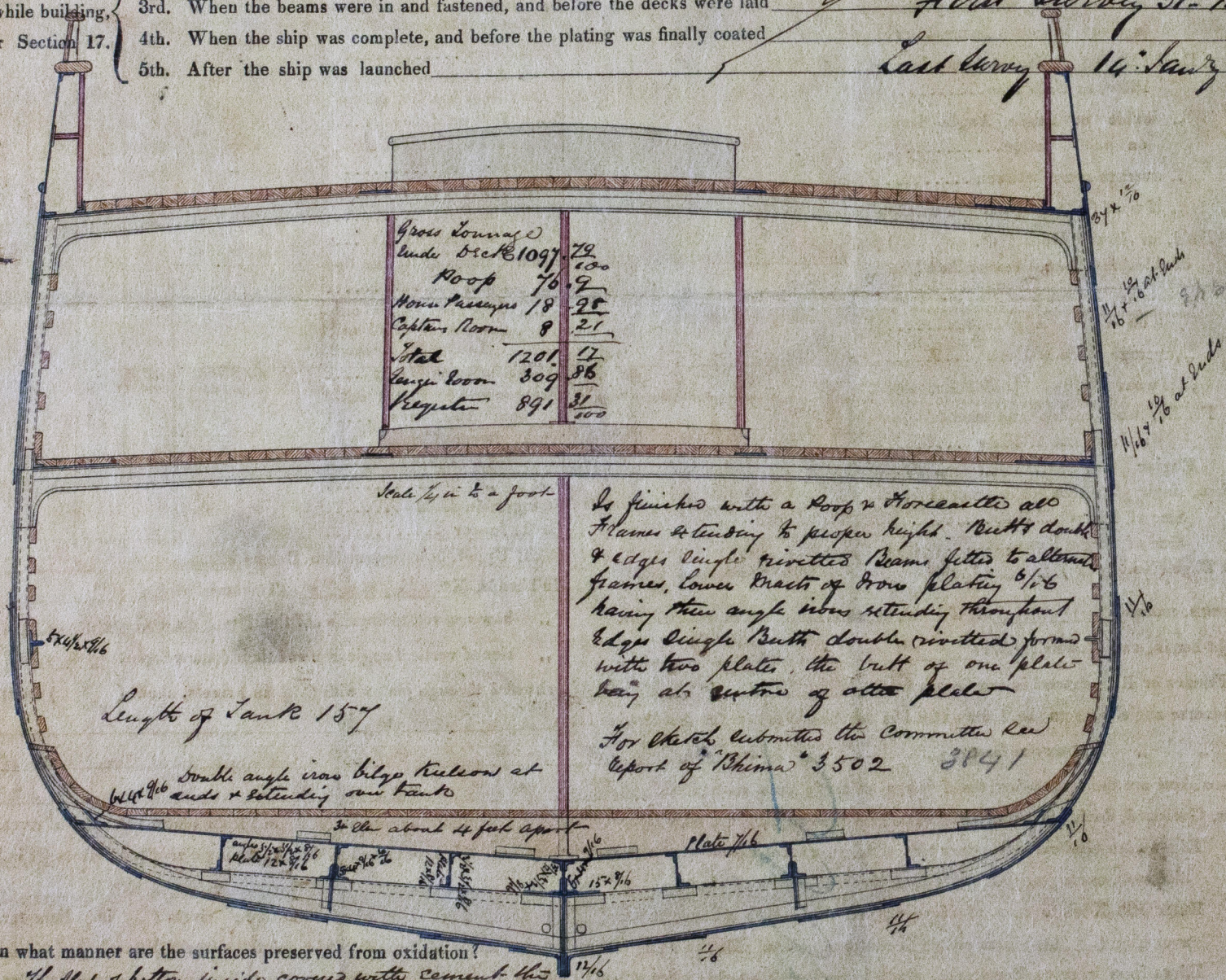
Her Standing and Running Rigging Wire & Nails sufficient in size and Good in quality.

She has Two Life Boats ~~Long Boat~~ and four others

The present state of the Windlass is Emulsion Pot Capstan Iron and Rudder gore Pumps Copper and

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

<b>DATES of Surveys</b> held while building, as per Section 17.	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	
	3rd.	When the beams were in and fastened, and before the decks were laid	First Survey 31 <sup>st</sup> March/6
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	Last Survey 14 <sup>th</sup> Jan'y 1865



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.

Special .....£ 60: 1: -

Certificate (if required) .....£ : :

Committee's Minute 17<sup>th</sup> January 1865

*Character assigned*

The compensations for the excessive proportion of length to depth in this fish is the short snout and plates under it from  $1/16$  thicker than covered by scales and the bones of the stomachs whose muscles being thickened the cavity is slightly enlarged for the S. clasp.

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