

Requisition No. 333

IRON SHIPS.

Rev 19/6/65

No. 4924 Survey held at Port Glasgow

Date 12th June

1865

on the Ship Hydrabad

Master

Tonnage Gross 1339.31 Engine Room

Register

Built at Port Glasgow

When Built 1865 Launched 15th May 1865

By whom built Robert Duncan & Co.

Owners Bombay Ship Co. Port belonging to Bombay

Destined Voyage Ghyde to Bombay

Surveyed Afloat or in Dry Dock While 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.
.....	224		37	70	23	70	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21							
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate with doubling	5	3 1/2	96	5	3 1/2	96				
pieces 4 feet long at middle line										
depth and thickness of Floor Plate at mid line	25		46	25		46				
depth and thickness of Floor Plate at Bilge Keelson	14		46			46				
Size of Reversed Angle Iron, and No. single at top of Floor Plate	3 1/2	3	96	3 1/2	3	96				
Frames, Size of Angle Iron, single or double	5	3 1/2	96	5	3 1/2	96				
Reversed Iron, to lower deck	3 1/2	3	96	3 1/2	3	96				
and on every alternate frame to lower deck										
Beams, Deck (No. double Angle Iron, Plate, or Bulb Iron)	9		96	9		96				
double or single Angle Iron, on upper edge	3	3	96	3	3	96				
average space between	3 feet 6 inches		3 feet 6 inches							
if wood (No. sided & moulded										
Hold, or Lower Deck (No. double Angle Iron, Plate, or Bulb Iron)	9		96	9		96				
double or single Angle Iron, on upper edge	3	3	96	3	3	96				
average space between	3 feet 6 inches		3 feet 6 inches							
if wood (No. sided & moulded										
Paddle, wood, sided and moulded, or if Iron, size of Plate										
Engine										
Keelson, single plate, box, or intercostal	16 1/2		14	16 1/2		14				
Size of Plates sided intercostal	16 1/2		14			14				
Size of Angle Irons work bulb iron	5 1/2	4 1/2	96	5 1/2	4 1/2	96				
Ditto Bilge (No. five)	5 1/2	4 1/2	96	5 1/2	4 1/2	96				

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

Knight-heads, and Hawse Timbers Iron

The Frames or Ribs extend in one length from Keel to Burnside

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

and on the frames, from Keel to Burnside

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 (1 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 (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (9/16 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

Edges from bilge to sheerstrake, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 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?

Edge of Sheerstrake, double or single rivetted?

Butts from bilge to planksheers, worked carvel with a lining piece (9/16 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 1/2) Breadth of laps in single rivetting ()

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 Five crutches Five how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Messend Iron Co.

& Dundys Iron Co.

Builder Robert Duncan & Co.

IRON 438-0305

4151Rm

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 lengths
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.
She has **SAILS.** **CABLES, &c.**

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain ^{two cuts on} 300 ^{1 13/16}			Bower, ... ^{two cuts on} 30 ^{1 13/16}	1	43. 0. 10
	Fore Top Sails,	" Stream ^{da} 22 ^{15 0} 90 ¹²			" 30 ^{1 13/16} 32. 2. 14	1	32. 2. 14
	Fore Topmast Stay Sails,	Hempen Stream Cable 90 ¹²			" 30 ^{1 13/16} 32. 2. 14	1	32. 0. 14
	Main Sails,	Hawser 90 ¹⁰			Stream, ... ^{two cuts on} 10 ^{1 13/16}	1	12. 3. 14
	Main Top Sails,	Towlines 90 ⁸			Kedge, ... ^{two cuts on} 5 ^{1 13/16}	1	6. 2. 10
	and	Warp 90 ⁵			" 5 ^{1 13/16} 2. 2. 15	1	3. 1. 4
		All of <u>Good</u> quality.					

Her Standing and Running Rigging Good sufficient in size and Good in quality.
She has Long Boat and Two butters Big & Jolly Boat
The present state of the Windlass is Good Three Capstans Good and Rudder Good with patent Pumps Two Iron patent (8 inches) One Fire Engine bilge (5 inches)

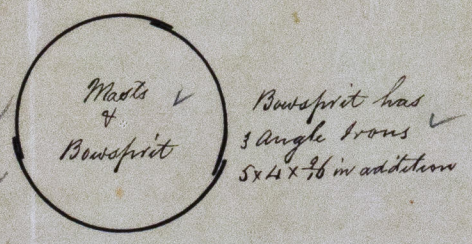
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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	} <u>Specially surveyed while building from 1st June 1864 to 12th June 1865 in all 44 Visits.</u>
	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	

This vessel has been built under special survey as per Order N^o 333. - has a full poop and fore-castle with a house on deck for the crew. The sheerstrake is an outside strake, and the butt straps to same extend from the frame afore the butt to the frame next abaft. The middle line keelson stands on the floors with a sole plate 13 1/2 x 7 1/2 inch. and hog plate on ditto 10 x 7 1/2 inch; has a sister keelson each side, also two stringers in hold above the bilge keelson, one of which has a bull-iron between same as bilge ditto 9 x 7 1/2 inch. Has an iron gutter waterway, with longitudinal and diagonal tie plates fitted on each deck. The upper deck East-India Teak 4 x 5 inches thick, except in way of Poop (Yellow Pine), which is cut off at the front of Poop, the same being well secured to a broad plate and an extra beam right across the ship.

The testing Certificates of Bower Anchors, Stream Anchor, and Kedge Anchors, are dated 9th June 1865; and testing Certificates of Bower Chains are dated 11th May & 9th June 1865, and of Stream Chain 15th May 1865, and are all signed by Samuel Brittain, Superintendent, "Lloyd's" Northerton Proving House, near Dudley.

Masts &c.	Thickness of plating	Rivetting of Butts	Rivetting of Edges	Diameter
Fore mast	7/8 x 7/8	Double	Double	32 inches
Main Mast	7/8 x 7/8	"	"	32 inches
Mizen Mast	7/8 x 7/8	"	"	24 inches
Boomsprit	7/8	"	"	32 inches



In what manner are the surfaces preserved from oxidation? Portland Cement between floors to upper part of bilges, and inside and outside with three coats of Red lead

I am of opinion this Vessel should be classed A1

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

June MC Special £ 66 : 19 : "

X Certificate (if required) £ : : : "

Committee's Minute 20th June 1865

Character assigned A1

H. B. Rolfe
Pro-Luce

I concur in the above recommendations
19 June 1865 J. H. R.

