

IRON SHIPS.

No. 5410 Survey held at Port Glasgow Date 1st June 1888
 on the Ship "Corlie" Master Stevenson
 Tonnage under tonnage deck 798.73 Built at Port Glasgow When built 1868 Launched 8th June 1868
 Ditto of poop or spar deck 39.22
 Ditto of engine room 26.11 By whom built Robert Duncan & Co. Owners A. D. Litch & Co.
 Total Register tonnage 864.06 Port belonging to Glasgow Destined Voyage Glyde to Rangoon
 Gross Tonnage 864.06
 Surveyed while Building, 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.	N ^o . of Decks
192			32			20					Two
(Dimensions of Ship per Register, length <u>198.5</u> breadth <u>32.2</u> depth <u>19.2</u>)											
Keel, bar iron, depth and thickness	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Plates in Garboard Strakes, breadth and thickness	Inches in Ship.	16ths required per Rule.
" if plate iron, breadth and thickness	<u>7 1/4 x 2 3/4</u>	<u>7 1/4 x 2 3/4</u>							Ditto from Garboard to upper part of Bilges..	<u>30</u>	<u>30</u>
Stem, bar iron, moulding and thickness	<u>7 1/4 x 2 3/4</u>	<u>7 1/4 x 2 3/4</u>							" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	<u>46</u>	<u>46</u>
" if plate iron, breadth and thickness	<u>7 1/4 x 2 3/4</u>	<u>7 1/4 x 2 3/4</u>							" from 3/4ths depth of Hold to lower edge of Sheerstrake	<u>10 1/2</u>	<u>10 1/2</u>
Stern-post, bar iron, moulding and thickness	<u>7 1/4 x 2 3/4</u>	<u>7 1/4 x 2 3/4</u>							" Sheerstrake, breadth and thickness	<u>30</u>	<u>30</u>
" if plate iron, breadth and thickness									Butt Straps to outside plating, breadth and thickness	<u>10</u>	<u>10</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>							Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>26</u>	<u>26</u>
Frames, Size of Angle Iron, single or double	<u>4</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Angle Iron on ditto	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
" Reversed Iron, to every frame	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>12</u>	<u>12</u>
Floors, depth and thickness of Floor Plate at mid line	<u>21 1/2</u>	<u>21 1/2</u>							Diagonal Tie Plates on ditto	<u>12</u>	<u>12</u>
" Ditto ditto at Bilge Keelson	<u>10</u>	<u>10</u>							Planksheer, materials and scantlings		
" Size of Reversed Angle Iron, and No. Single at top of Floor Plate	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Waterway ditto ditto		
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7 1/2</u>	<u>7 1/2</u>							Flat of Upper Deck, thickness and material	<u>3 1/2</u>	<u>3 1/2</u>
" double or single Angle Iron, on upper edge	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>2 1/2</u>	" how fastened to Beams		
" average space between	<u>3 feet 10 inches</u>	<u>3 feet 10 inches</u>							Ceiling betwixt Decks and in Hold, thickness and material	<u>6 x 2 1/2</u>	<u>6 x 2 1/2</u>
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	<u>8</u>	<u>8</u>							Clamps or Spiketting	<u>2 1/2</u>	<u>2 1/2</u>
" double or single Angle Iron on upper edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>23</u>	<u>21</u>
" average space between	<u>3 feet 10 inches</u>	<u>3 feet 10 inches</u>							Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>5 x 3 1/2</u>	<u>5 x 3 1/2</u>
Paddle, sided and moulded, thickness of Plate size of Angle Iron									Stringers in Hold	<u>5 x 3 1/2</u>	<u>5 x 4</u>
Engine									Flat of Lower Deck, thickness and material	<u>3</u>	<u>3</u>
Keelson, single or double plate, box, or intercostal	<u>26 1/2</u>	<u>26 1/2</u>							Main piece of Rudder, diameter at head	<u>5 1/4</u>	<u>5 1/4</u>
" Size of Plates	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	" at heel	<u>3</u>	<u>3</u>
" Size of Angle Irons	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	(Can the Rudder be unshipped afloat)		
" Side, single or d'ble, plate, box, or intercostal	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	Bulkheads, N ^o . Thickness of	<u>4 1/2</u>	<u>4 1/2</u>
" Bilge (No. <u>Two</u>) at each Bilge, single, or double, plate, or box	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	" Height up	<u>4 1/2</u>	<u>4 1/2</u>

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers Iron
 The Frames extend in one length from Keel to gunwale
 The reverse angle irons on the floors extend in one length across the middle line from to lower deck & to gunwale alternately
 " " and on the frames " " from to to to
 Keelson, how are the various lengths of plates or angle irons connected? By plates and Angle Iron butt straps
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 1/2 x 7/8 ins.) diameter, averaging (4 1/2 ins.) apart.
 " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.
 " Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 x 7/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.
 " Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart.
 " Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double
 " Butts from bilge to planksheers, worked carvel with butt straps (1 1/2 x 7/8) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (5 inches) 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 { Explain by sketch }
 Waterway " " planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Beam ends turned down
 Hold or Lower Deck ditto Beam ends turned down
 Paddle " " No. of breasthooks Five crutches Five
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Consolidated Iron
 Manufacturer's name or trade mark Messrs. Iron Co. & Consolidated Iron Co.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Robert Duncan & Co. Surveyor's Signature Joseph


IRON 442-0250

6282 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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, butt straps, 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, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name. Masson & Co. Angle Irons, Bussell & Co. plates)

Masts &c.	Thickness of plates	Rivetting of butts	Rivetting of edges	Angle Irons, &c.	No.	Diameter
Fore mast	3/8"	Double	Double	4x3x7/8"	3	28 inches
Main mast	3/8"	"	"	4x3x7/8"	3	28 inches
Mizen mast	3/8"	"	"	4x3x7/8"	3	22 "
Bowsprit	3/8"	"	"	4x3x7/8"	3	28 "



Tested at Glasgow Public Proving House. Wm Taylor.							Tested at Glasgow Public Proving House. Wm Taylor.						
N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.	
		34.68.2.112. 29/4/1868	150	1 1/8	47.10.0.0	1 1/8	47.10.0.0	34.66.2.108. 29/4/1868	1	27.0.10	26.9.1.14	25.2.0	25.4.0.0
	Fore Sails,	Chain						Bowers					
		34.68.2.117. 30/4/1868	150	1 1/8	47.10.0.0	1 1/8	47.10.0.0	34.66.2.111. 7/4/1868	1	26.3.13	26.5.2.14	25.2.0	25.4.0.0
	Fore Top Sails,	Stream						34.66.2.114. 7/4/1868	1	23.0.23	23.5.1.7	21.2.20	22.2.1.7
		34.68.2.121. 1/5/1868	90	7/8	13.15.0.0	7/8	13.15.0.0	34.66.2.106. 18/4/1868	1	8.3.16	11.0.0.0	10.2.0	
	Fore Topmast Stay Sails	Hempen Stream Cable	90	10				Stream					
	Main Sails,	Hawser	90	8				34.66.2.115. 18/4/1868	1	4.8.13	7.5.0.0	5.1.0	
	Main Top Sails,	Towlines	90	5				Kedges					
		Warp	90	4				34.66.2.107. 18/4/1868	1	2.0.23	4.13.0.0	2.3.0	
		All of <u>Good</u> quality.											

Her Standing and Running Rigging Keen sufficient in size and Good in quality.
She has Two Life Long Boat and Pinnace, Gig and Dingy
The present state of the Windlass is Good Two Capstans Good and Rudder Good with patent Pumps Two hand metal patent Good

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	Specially ordered while building from January to June 1868 in all 48 visits
No. <u>448</u>	Surveys held	2nd.	On the plating during the progress of rivetting	
Date <u>7 Jan 1868</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	
No. _____	Section 18.	5th.	After the ship was launched	

State if she has a Spar Deck No Poop Yes Forecastle Yes
General Remarks, This vessel has been built under special survey as per Order N^o 448. Is ship rigged. Is fitted with a full poop, and fore-castle with house on deck for part of the crew. Is also fitted with bow ports, one on each bow: one leading into the tween decks, and the other into the lower hold, the same being substantially built of East India teak, and efficiently iron framed, and secured with iron port bars, &c. Is a similar ship to the "Margaret Galbraith" Report N^o 5399, and fitted up in the same manner.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to upper part of bilges, above three coats of oxide of iron paint
Ditto ditto Outside Three coats of oxide of iron paint. Black paint on top plates, & in black patent bands on bottom

I am of opinion this Vessel should be Classed A1
The amount of the Fee£ 5 : " : " is received by me, H. J. B. O. O. O.
June 1868 Special£ 42 : 4 : "
Certificate (if required)£ " : " : "
Committee's Minute 16th June 1868
Character assigned A1
A + C P

