

IRON SHIPS.

Survey held at Port Glasgow. Date 23rd Nov 1869

1869

the Iron Screw Steamer "Gitzpatrick" Master Lenox

Age under tonnage deck 777.76

Age of quarter deck 111.19

Age of poop, fore-castle, or other erections on upper deck 17.09

Age of engine room 16.69

Gross tonnage, less crew space 2922.73

Total Register tonnage, as cut on beam 589.34

Built at Port Glasgow - When built 1869. Launched 26th Oct 1869.

By whom built Blackwood and Gordon Owners Messrs Barclay and Clerk

Port belonging to Glasgow Destined Voyage to Mediterranean.

Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat.

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.	Nº. of Decks
225 7/8			29 3/4			17 3/4			118		Two
(Dimensions of Ship per Register, length 225 7/8 breadth 29 3/4 depth 17 3/4)											
Keel, $\frac{3}{4}$ bar iron, depth and thickness	7 1/2 x 3		7 1/2 x 3		7 1/2 x 3		7 1/2 x 3		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness									30 12/16 30 12/16		
Stem, $\frac{3}{4}$ bar iron, moulding and thickness	7 1/2 x 3		7 1/2 x 3		7 1/2 x 3		7 1/2 x 3		Ditto from Garboard to upper part of Bilges		
" if plate iron, breadth and thickness									4 1/16 4 1/16		
Stern-post, $\frac{3}{4}$ bar iron, moulding and thickness	9 x 5		9 x 5		9 x 5		9 x 5		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
" if plate iron, breadth and thickness									10 1/16 10 1/16		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Frames, Size of Angle Iron, single or double	4 1/2 3 3/16		4 1/2 3 3/16		4 1/2 3 3/16		4 1/2 3 3/16		34 13/16 30 13/16		
" Reversed Iron, 5 to every frame	3 3 3/16		3 3 3/16		3 3 3/16		3 3 3/16		Butt Straps to outside plating, breadth and thickness		
Floors, depth and thickness of Floor Plate at mid line	19 1/2 9/16		19 1/2 9/16		19 1/2 9/16		19 1/2 9/16		10 1/2 9/16 10 1/2 9/16		
" Ditto ditto at Bilge Keelson	9 1/2 9/16		9 1/2 9/16		9 1/2 9/16		9 1/2 9/16		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
" Size of Reversed Angle Iron, and No. Single at top of Floor Plate	3 3 3/16		3 3 3/16		3 3 3/16		3 3 3/16		32 1/16 32 1/16		
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	7 7/16		7 7/16		7 7/16		7 7/16		Angle Iron on ditto		
" double or single Angle Iron, on top edge	3 2 1/2 6/16		3 2 1/2 6/16		3 2 1/2 6/16		3 2 1/2 6/16		5 x 4 x 3/16 5 x 4 x 3/16		
" average space between	42 ins.		42 ins.		42 ins.		42 ins.		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
" Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	7 7/16		7 7/16		7 7/16		7 7/16		10 1/2 9/16 10 1/2 9/16		
" double or single Angle Iron, on top edge	3 2 1/2 6/16		3 2 1/2 6/16		3 2 1/2 6/16		3 2 1/2 6/16		Diagonal Tie Plates on ditto		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron									10 1/2 9/16 10 1/2 9/16		
" Engine									Planksheer, materials and scantlings		
Keelson, single or double plate, box, or intercostal	24 9/16		24 9/16		24 9/16		24 9/16		Waterway ditto		
" Size of Plates	8 9/16		8 9/16		8 9/16		8 9/16		Flat of Upper Deck, thickness and material		
" Size of Angle Irons	5 4 8/16		5 4 8/16		5 4 8/16		5 4 8/16		5 x 3 1/2 3 1/2		
" Side, single or double plate, box, or intercostal	5 4 8/16		5 4 8/16		5 4 8/16		5 4 8/16		" how fastened to Beams		
" Bilge (No.) at each Bilge, single, or double plate, or box	5 4 8/16		5 4 8/16		5 4 8/16		5 4 8/16		Ceiling betwixt Decks and in Hold, thickness and material		
Transoms, material Iron or, if none, in what manner compensated for.									2 1/2 in. above which is 1/4 in. below which is 1/4 in.		
Knight-heads, and Hawse Timbers	Borneo-Teak and Iron		Borneo-Teak and Iron		Borneo-Teak and Iron		Borneo-Teak and Iron		Clamps or Spirketting ditto		
The Frames extend in one length from	Keel		Keel		Keel		Keel		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
The reverse angle irons on the floors extend in one length across the middle line from	turn of Bilge		turn of Bilge		turn of Bilge		turn of Bilge		5 x 4 x 3/16 5 x 4 x 3/16		
" " " on the frames	from turn of Bilge to above Lower deck Stringer, and to main deck Stringer		from turn of Bilge to above Lower deck Stringer, and to main deck Stringer		from turn of Bilge to above Lower deck Stringer, and to main deck Stringer		from turn of Bilge to above Lower deck Stringer, and to main deck Stringer		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
Keelson, how are the various lengths of plates or angle irons connected?	By Plate and Angle Iron Butt Straps		By Plate and Angle Iron Butt Straps		By Plate and Angle Iron Butt Straps		By Plate and Angle Iron Butt Straps		10 1/2 9/16 10 1/2 9/16		
Plates, Garboard, double or rivetted to keel, double or	at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 ins.) apart.		at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 ins.) apart.		at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 ins.) apart.		at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 ins.) apart.		Stringers in Hold		
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.									5 x 4 x 3/16 5 x 4 x 3/16		
" Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 and 1/16) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.									Flat of Lower Deck, thickness and material		
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.									6 x 2 3/4 3		
" Edges of Sheerstrake, double or single rivetted? At upper edge 7/8 in. rivets 3/4 in. apart. Single At lower edge Double 7/8 in. rivets 3/4 in. apart.									Main piece of Rudder, diameter at head		
" Butts from bilge to planksheers, worked carvel with butt straps (1/16, 1/16 and 1/16) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double rivetting (5 1/2 and 4 1/2) Breadth of laps in single rivetting (3 ins. in) Port and Starboard only.									5 1/2 5 1/4 3		
" t Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	All double rivetted.		All double rivetted.		All double rivetted.		All double rivetted.		Bulkheads, No. 7 Thickness of		
" Planksheer, how secured to the plating of the sides	Fitted with a Cutter & stayway cemented in the usual manner.		Fitted with a Cutter & stayway cemented in the usual manner.		Fitted with a Cutter & stayway cemented in the usual manner.		Fitted with a Cutter & stayway cemented in the usual manner.		" Height up		
" Waterway " planksheer and to the Beams	if necessary.		if necessary.		if necessary.		if necessary.		" how secured to the sides of the ship		
" Deck Beams, how secured to the side?	By properly turned knees, twice and a half depth of beam in length.		By properly turned knees, twice and a half depth of beam in length.		By properly turned knees, twice and a half depth of beam in length.		By properly turned knees, twice and a half depth of beam in length.		size of vertical angle irons 3 x 3/4 and their distance apart about 30 ins.		
" Hold or Lower Deck ditto									rivetted through plates with (7/8 in.) rivets, about (7 and 8) apart.		
" Paddle " " "									The reverse angle irons on the floors extend in one length across the middle line from turn of Bilge to turn of Bilge		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Messend Iron		Messend Iron		Messend Iron		Messend Iron		" " " on the frames		
Manufacturer's name or trade mark	Messend Iron Co. and Parkhead Iron Co.		Messend Iron Co. and Parkhead Iron Co.		Messend Iron Co. and Parkhead Iron Co.		Messend Iron Co. and Parkhead Iron Co.		from turn of Bilge to above Lower deck Stringer, and to main deck Stringer		
We certify that the above is a correct description of the several particulars therein given.									Keelson, how are the various lengths of plates or angle irons connected?		
Builder's Signature	J. Blackwood & Gordon		J. Blackwood & Gordon		J. Blackwood & Gordon		J. Blackwood & Gordon		By Plate and Angle Iron Butt Straps		
Surveyor's Signature	J. Williamson		J. Williamson		J. Williamson		J. Williamson		at upper edge, with rivets (7/8 ins.) diameter, averaging (3 1/2 ins.) apart.		

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.

Pitch Pine masts.

Order for Special Survey	DATE of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	During the various stages of her construction, and all 17 visits
No. 518	Surveys held	2nd.	On the plating during the progress of rivetting	
Date 3 ^d Jan. 1869.	while building	3rd.	When the beams were in and fastened, and before the decks were laid	
200 in Builders' Yard.	as per	4th.	When the ship was complete, and before the plating was finally coated	
Order for Ordinary Survey	Section 18.	5th.	After the ship was launched	

State if she has a Spar Deck No Poop Yes or Forecastle Yes.

General Remarks, She has been built under Special Survey as per request no. 578 and dated 3rd June 1869. has a full Poop and Forecastle, and a House on deck amidships for the accommodation of part of crew. Is fitted with an extra side Keelson, as shown on the accompanying Midship Section formed of 5 x 4 x 8 1/2 double angle Irons, and which the Committee, - per Secretary's letter dated 28th June 1869 - accepted as compensation for the Bulk-Iron required by Rule between the angle-Irons forming the Bilge Keelsons, in consequence of the vessel's extreme proportions.

She has two large Hatchways on the Main and Lower Decks - which are well and efficiently secured and framed; - the Deck-platts being twice the depth of beam in length & width - and Strong Iron and Wood portable barlings are also fitted athwartships and the fore and aft side - Carlings and joanings are well pillared from the Lower Hold upwards; and each Hatchway is covered with wood and substantial statches. - See Sketch herewith. -

She is also fitted with a Watertight Tank, right forward, formed by two Transverse Iron Bulkheads extending to main-deck, and having an Iron-top at the height of the lower deck Stringer-plate; the said Stringer-plates in this space being let out, and attached to the Skin-plates, and made watertight. The top of the Tank is lined with Lead and the Hatchway leading into the Tank or Cargo Hold, as it might be used for, - is made Watertight and secure. - At the desire of the owners' Superintendent, the middle-line and side-keelsons do not pass through the Transverse Bulkheads forming the Tank; but are efficiently secured to the Bulkheads on either side, by means of deep Bracket-plates, and double angle spons kneels, and well rivetted thereto: the longitudinal continuity of the keelsons being thereby maintained. -

The wetting of the frames to the floors which Mr Haymouth during his late visit, pointed out as being unsatisfactory, has been made good; and the large-keelson which it was deemed, was being injudiciously placed, - has been corrected -

In what manner are the surfaces preserved from oxidation?		Inside	By three coats of oxide paint and painted in Bottom.
Ditto	ditto	Outside	By four coats of oxide paint. -

^{75c are}
~~I~~ am of opinion this Vessel should be Classed A. 1.

The amount of the Fee£ 5 : 11 : 4 is received by me,

Dec^r 1891 Special £ 44: 5: 1

X Certificate (if required)£ 7 : 7 : 7

Committee's Minute 28th December 1869

Character assigned

Williamson

A. B. O. O. O. O.

This document appears
legible for classification
as recommended by
Hoyd's Registry
Foundation