

IRON SHIP.

No. 6548 Survey held at Port Glasgow Date, First Survey 4 August 1843 Last Survey 7/1/74 18

On the Steamer "Rosebud" Yard Number 25 Master A. Hutton

Tonnage under Deck 249.58
 Ditto of Third, Spar, or Awning Deck 54.28
 Ditto of Houses on Deck 1.28
 Ditto of Forecastle 12.44
 Gross Tonnage 317.91
 Less Crew Space 18.03
 Less Engine Room 112.42
 Register Tonnage as cut on Beam 184.16

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 11.25
 DEPTH from upper part of Keel to top of Upper Deck Beams 12.55
 GIRTH of Half Midship Frame (as per Rule) 20.55
 1st NUMBER 44.35
 1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet 149.
 LENGTH 6608.
 2nd NUMBER 6.6
 PROPORTIONS—Breadths to Length 11.8
 Depths to Length—Upper Deck to Keel 11.8
 Main Deck ditto 11.8

Built at Port Glasgow
 When built 1843:4/4 Launched 28th February 1844
 By whom built William Hamilton & Co.
 Owners Morris, Munro & Co.
 Port belonging to Glasgow
 Destined Voyage Not fixed
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 149.0 BREADTH Moulded 22.5 DEPTH top of Floors to Upper Deck Beams 11.5 Power of Engines 50 Horse. 50 N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, 150.1 breadth, 22.4 depth, 11.35

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>7 x 1 1/8</u>	<u>7 x 1 1/8</u>
STEM, moulding and thickness	<u>6 1/4 x 1 1/8</u>	<u>6 1/4 x 1 1/8</u>
STERN-POST for Rudder do. do.	<u>6 1/4 x 3/4</u>	<u>6 1/4 x 3/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>3 x 2 1/2</u>	<u>3 x 2 1/2</u>
Do. for 1/2 at each end	<u>3 x 2 1/2</u>	<u>3 x 2 1/2</u>
REVERSED FRAMES, Angle Iron	<u>2 1/2 x 4</u>	<u>2 1/2 x 4</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2</u>	<u>1 1/2</u>
thickness at the ends of vessel	<u>1 1/2</u>	<u>1 1/2</u>
depth at 3/4 the half-bdth. as per Rule	<u>6 1/2</u>	<u>6 1/2</u>
height extended at the Bilges	<u>2 1/2</u>	<u>2 1/2</u>
BEAMS, Upper, Spar, or Awning Deck	<u>4 x 3</u>	<u>4 x 3</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4 x 3</u>	<u>4 x 3</u>
Single or double Angle Iron on Upper edge	<u>4 x 3</u>	<u>4 x 3</u>
Average space	<u>42</u>	<u>42</u>
BEAMS, Main or Middle Deck	<u>5 x 4</u>	<u>5 x 4</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5 x 4</u>	<u>5 x 4</u>
Single or double Angle Iron on Upper edge	<u>3 x 3</u>	<u>3 x 3</u>
Average space	<u>42</u>	<u>42</u>
BEAMS, Lower Deck, Hold or Orlop	<u>3 x 3</u>	<u>3 x 3</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3 x 3</u>	<u>3 x 3</u>
Single or double Angle Iron on Upper edge	<u>3 x 3</u>	<u>3 x 3</u>
Average space	<u>42</u>	<u>42</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>9 1/4</u>	<u>9 1/4</u>
" Rider Plate	<u>6 1/2</u>	<u>6 1/2</u>
" Bulb Plate to Intercoastal Keelson	<u>3 x 3</u>	<u>3 x 3</u>
" Angle Irons	<u>3 x 3</u>	<u>3 x 3</u>
" Double Angle Iron Side Keelson	<u>3 x 3</u>	<u>3 x 3</u>
" Side Intercoastal Plate	<u>5</u>	<u>5</u>
" do. Angle Irons	<u>3 x 3</u>	<u>3 x 3</u>
" Attached to outside plating with angle iron	<u>3 x 3</u>	<u>3 x 3</u>
BILGE Angle Irons	<u>3 x 3</u>	<u>3 x 3</u>
" do. Bulb Iron	<u>6</u>	<u>6</u>
" do. Intercoastal plates riveted to plating for length	<u>3 x 3</u>	<u>3 x 3</u>
BILGE STRINGER Angle Irons	<u>3 x 3</u>	<u>3 x 3</u>
Intercoastal plates riveted to plating for length	<u>3 x 3</u>	<u>3 x 3</u>
SIDE STRINGER Angle Irons	<u>3 x 3</u>	<u>3 x 3</u>

	Inches in Ship.	16ths in Ship.	Inches required	16ths required
Flat Keel Plates, breadth and thickness	<u>30</u>	<u>4</u>	<u>30</u>	<u>4</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
fm up. part of Bilge to lr. edge of Sh'rstrake	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
Butt Straps to outside plating, breadth & thickness	<u>8 x 1 1/2</u>	<u>4 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>4 x 1 1/2</u>
Lengths of Plating	<u>4 spaces</u>	<u>5 spaces</u>	<u>4 spaces</u>	<u>5 spaces</u>
Shifts of Plating, and Stringers	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
Gunwale Plate on ends of Upper Deck Beams, breadth and thickness	<u>30</u>	<u>5</u>	<u>30</u>	<u>5</u>
Angle Iron on ditto	<u>3 x 3 x 5</u>	<u>3 x 3 x 5</u>	<u>3 x 3 x 5</u>	<u>3 x 3 x 5</u>
Tie Plates fore and aft, outside Hatchways	<u>4</u>	<u>5</u>	<u>4</u>	<u>5</u>
Diagonal Tie Plates on Beams No. of Pairs,	<u>4</u>	<u>5</u>	<u>4</u>	<u>5</u>
Planksheer material and scantling	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>
Waterways do. do.	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Flat of Upper Deck do. do.	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
How fastened to Beams	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>30</u>	<u>6</u>	<u>30</u>	<u>6</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Angle Irons on ditto, No. One	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>
Tie Plates, outside Hatchways	<u>4</u>	<u>6</u>	<u>4</u>	<u>6</u>
Diagonal Tie Plates on Beams, No. of pairs	<u>4</u>	<u>6</u>	<u>4</u>	<u>6</u>
Waterways materials and scantlings	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>
Flat of Middle Deck do. do.	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
How fastened to Beams	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>	<u>Screw Bolts & Nuts</u>
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams in way of Raised Quarter Deck	<u>19</u>	<u>5</u>	<u>16</u>	<u>5</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Angle Irons on ditto, No. 2	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>
Stringer or Tie Plates, outside Hatchways	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>	<u>3 x 3 x 6</u>
Flat of Lower Deck	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
in hold do. do.	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Main piece of Rudder, diameter at head	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
do. at heel	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>
Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Bulkheads No. 4 Thickness of	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>
Height up	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>
How secured to sides of ship	<u>Double frames & broad liners</u>	<u>Double frames & broad liners</u>	<u>Double frames & broad liners</u>	<u>Double frames & broad liners</u>
Size of Vertical Angle Irons	<u>2 1/2 x 2 1/2 x 7 1/2</u>	<u>2 1/2 x 2 1/2 x 7 1/2</u>	<u>2 1/2 x 2 1/2 x 7 1/2</u>	<u>2 1/2 x 2 1/2 x 7 1/2</u>
and distance apart	<u>30</u>	<u>30</u>	<u>30</u>	<u>30</u>
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/8 x 3/4 in. Rivets, about 5 x 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above turn of Bilges and to alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 x 5/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting 12 x 3 1/4 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? —

Waterway, how secured to Beams Iron Cutters (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded Knee plates No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Glasgow Iron Co. Plates & Angle irons

The above is a correct description.

Builder's Signature, W. Hamilton Surveyor's Signature, W. M. C. Crichton

