

IRON OR STEEL SHIP

(Received at London Office, F.R.I.)

No. 5948

Survey held at Cardiff

Date of writing Report 13 Nov 1889

Port of Cardiff

1889

On the

Teel. S.S. Cardiff Castle

Rig Schooner

Master W. Wood

TONNAGE

To

Do. between

and 3rd

Awning Dk.

Total under U

o. of Poop

o. of Raised

Dk. or Brea

Do. of Bridge House

Do. of users on

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage

as out on Beam

1544.32

114.49

246.48

28.44

16.44

11.03

1964.86

69.60

1895.26

628.46

1266.50

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 18.0

Depth from upper part of Keel to top of Upper Deck Beams 21.5

Girth of Half Midship Frame (as per Rule) 36.15

1st Number 45.65

1st Number, if a 3 Decked Vessel deduct 7 feet

Length 263.5

2nd Number 199.33

Proportions Breadths to Length 4.31

Depths to Length Upper Deck to Keel 12.25

Main Deck ditto

Year of appointment 1888

Built at Cardiff

When built 1888-1889 Launched 26 Oct 1889

By whom built Bute Ship Eng Dry

Owners Messrs. Moore Bros & Co

Managers

Residence Cardiff

Port belonging to Cardiff

Destined Voyage Brazil

If Surveyed while Building, Afloat, or in Dry Dock.

While Building

LENGTH on deck as per Rule 263.6 BREADTH Moulded 36.0 DEPTH top of Floors to Upper Deck Beams 18.52 Power of Engines 4 Horse. N° of Decks with flat laid one

Dimensions of Ship per Register, length, 265.4 breadth, 36.2 depth, 18.4 Moulded depth 20.10

KEEL, depth and thickness 9 x 2 1/2 Flat Keel Plates, breadth and thickness 36

STEM, mo'ing and thickness 9 x 2 1/2 PLATES in Garboard Strakes, br'dth & thickness 36

STERN-POST for Rudder do. do. 9 x 5 1/2 " From Garboard to upper part of Bilges... 36

" for Propeller 9 x 5 1/2 " Of d'bling at Bilge, or increased thickness, and length applied 36

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A.)

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 " From up. prt of Bilge to lr. edge of Sh'rstrake... 40

Do. for 1/2 at each end 5 3 4 " Main Sheerstrake, breadth and thickness... 40

REVERSED FRAMES, Angle Iron 3 3 4 " Of d'bling at Sh'stk. & lng. applied Half length 10

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 4 4 8 " From M'n. to Up. or Spar Dk. Sh'rstrake... 16 3/4

thickness at the ends of vessel 4 4 8 " Up. or Spar Dk. Sh'rstrake, br'dth & thickn'ss... 16 3/4

depth at 1/2 the half-bdth. as per Rule 4 4 8 Butt Straps to outside plating, breadth & thickness 16 3/4

height extended at the Bilges... Cellular Double Bottom 16 3/4

BEAMS, Upper, Spar, or Awning Deck 6 3 8 " Lengths of Plating 16 3/4

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 4 8 " Shifts of Plating, and Stringers 16 3/4

Single or double Angle Iron on Upper edge 4 4 8 Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness... 16 3/4

Average space... 24 24 Angle Iron on ditto 5 x 4 x 10 5 3 x 4 x 9

BEAMS, Main, or Middle Deck 6 3 8 Tie Plates fore and aft, outside Hatchways 5 x 4 x 10

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 4 8 Diagonal Tie Plates on Beams No. of Pairs 6

Single or double Angle Iron on Upper Edge 4 4 8 Flat of Up., Spar, or Awning Dk. Whole length 6

Average space... 24 24 How fastened to Beams Riveted Riveted

BEAMS, Hold, or Orlop 10 9 10 " Stringer Plate on ends of Main or Middle Deck 34 x 9 1/2 x 26 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 4 8 Beams, breadth and thickness 34 x 9 1/2 x 26 x 8

Single or double Angle Iron on Upper Edge 4 4 8 Is the Stringer Plate attached to the outside plating? Yes

Average space... 20 20 20 feet 20 20

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 36 9 36 9

Rider Plate 4 4 9 4 4 9

Bulb Plate to Intercoastal Keelson 4 4 9 4 4 9

Angle Irons Top & Bottom 4 4 9 4 4 9

Double Angle Iron Side Keelson 3 3 4 3 3 4

Side Intercoastal Plate 3 3 4 3 3 4

do. Angle Irons 3 3 4 3 3 4

Attached to outside plating with angle iron 3 3 4 3 3 4

BILGE Angle Irons 5 4 10 5 3 4 9

do. Bulb Iron 5 4 10 5 3 4 9

do. Intercoastal plates riveted to plating for length 5 4 10 5 3 4 9

Upper BILGE STRINGER Angle Irons 5 4 10 5 3 4 9

Intercoastal plates riveted to plating for length 5 4 10 5 3 4 9

SIDE STRINGER Angle Irons 5 4 10 5 3 4 9

The FRAMES extend in one length from Tank Side to Tank Side, and from Tank Side to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Tank Side, & from Tank Side to Gunwale

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 4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 Strakes at Bilge for whole length, treble riveted with Butt Straps 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

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

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length amidships.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4

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

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

Manufacturer's name or trade mark, Dowlais Iron & Steel Co

The above is a correct description.

Builder's Signature, Thomas Dobson

Surveyor's Signature, J. H. Rule

Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON, Commercial and General Station Printers, 10, Old Street, Goswell Road, London, E.C. LRF-PUN-CFFB-0058

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
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*
Are the fillings between the ribs and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few only*

Masts, Bowsprit, Yards, &c., are *Steel* in *Good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Irons, &c., and further explain how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast - Length Extreme 43.4*
Diam at Steel 16 1/2", D° at Deck 22", D° at Hounds 18", D° at Head 15"
Main Mast - Length Extreme 66.6
Diam at Steel 15", D° at Deck 20", D° at Hounds 16", D° at Head 13 1/2"

These masts are constructed in accordance with the approved Plans & the Rules generally.

Number for Equip- ment	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which are Stocked)	Weight. Ex. Stock.	Test per Certificate	Wt req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <i>7</i>	<i>14649</i>	<i>135-2 1/2</i>	<i>1 1/2</i>	<i>55 1/2</i>	<i>240 8</i>	<i>Netterton</i>	<i>25404</i>	<i>30-1-2</i>	<i>28-18-0-11</i>	<i>30</i>	<i>Netterton 2nd July 1889</i>
SAILS.	<i>14650</i>	<i>125</i>	<i>1 1/2</i>	<i>12 1/2</i>	<i>1 1/2</i>	<i>O. G. Davis</i>	<i>25405</i>	<i>29-3-0</i>	<i>28-8-3-0</i>	<i>30</i>	<i>do</i>
Fore Sails,	<i>18840</i>	<i>45</i>	<i>1 1/2</i>	<i>20-6-8</i>	<i>45 8</i>	<i>Chain Maker</i>	<i>25406</i>	<i>25-1-18</i>	<i>25-3-3-0</i>	<i>25 1/2</i>	<i>do</i>
Fore Top Sails,											
Fore Topmast Stay Sails,											
Main Sails,											
Main Top Sails, and quality											
Iron Steam Chain or Steel Wire ..											
Hempen Str'm Cable											
TOWLINE— Hemp or Steel Wire	<i>90</i>	<i>12</i>		<i>90 1/2</i>	<i>9 1/2</i>						
Hawser	<i>90</i>	<i>9 1/2</i>		<i>90 1/2</i>	<i>9 1/2</i>						
Warp	<i>45</i>	<i>5 1/2</i>		<i>90 1/2</i>	<i>9 1/2</i>						
Collective Weights								<i>35-1-20</i>		<i>85 1/2</i>	
Stream	<i>25409</i>							<i>9-3-23</i>	<i>12-0-0-0</i>	<i>9 1/2</i>	
Kedge	<i>10130</i>							<i>5-0-12</i>	<i>4-9-2-21</i>	<i>4 3/4</i>	
2nd Kedge	<i>25404</i>							<i>2-2-10</i>	<i>5-2-2-0</i>	<i>2 1/2</i>	

Standing and Running Rigging *Iron wire* sufficient in size and good in quality. She has *1-18ft Long Boat* and *1-22 1/4 Long Boat*

The Windlass is *Clark & Chapman's* Capstan and Rudder *Single plate* sufficient & good

Engine Room Skylights.—How constructed? *Iron Curving* How secured in ordinary weather? *Iron Quadrant & screws*

What arrangements for deadlights in bad weather? *Bull's Eyes*

Coal Bunker Openings.—How constructed? *Iron Curving* How are lids secured? *Bars & Tarpaulins* eight above deck? *18 in*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways.—How formed? *Iron Curving, Curving, & angles* Hatches, If strong and efficient? *Yes. 3" thick*

State size Main Hatch *23-11 x 14-1 x 1-6* Fore hatch *14 x 14 x 3-6* Quarter hatch *14 x 14 x 2-6 1/2*

If of extraordinary size, state how framed and secured.... *Deep web Plate Beams* What arrangement for shifting beams? *For 8 after*

Order for Special Survey No. *35* 1st. On the several parts of the frame, when in place, and before the plating was wrought *1888- Nov 8. 13. 16. 14. 20. 24. Dec 4. 14. 20. 24. 31.*

Date *24 Oct 1889* 2nd. On the plating during the process of riveting *1889- Jan 2. 15. 21. 22. Feb 2. 13. 15. 19. 22. 25. 28.*

Order for Ordinary Survey No. *3* 3rd. When the beams were in and fastened, and before the decks were laid.... *March 9. 16. 23. April 5. 29. May 3. 13. 28. 31. June 6. 14.*

Date *1889* 4th. When the ship was complete, and before the plating was finally coated or cemented... *July 1. 11. 23. 24. 26. 31. August 8. 21. 22. 26. 29. Sept 5. 9.*

State dates of letters respecting this case *Oct 2. 29. 1888. Feb 5. 1889. Feb 4. Feb 2. July 22. 1889.*

General Remarks (State quality of workmanship, &c.) *The workmanship in this vessel is strong and efficient, but somewhat rough. The planing edges of the upper shakes of plating are somewhat unfair. In other respects the vessel is efficient, and strongly built in accordance with the accompanying Plans as approved by the Committee; and otherwise in accordance with the Rules.*

The vessel is constructed with a Cellular Double Bottom throughout. She has a Raised Quarter Deck 94 ft in length, a Bridge House 110.5 ft in length, and a Foremast Forecastle 34 ft in length.

Efficient Steam Steering Engine (Davis & Co's Patent), Steam Windlass, & mikes have been fitted, and the vessel is well found in all parts for her equipment.

The Freeboard has been marked on the sides, and found to be as follows:—

In Winter — 2.0. In Summer 1.9. Fresh water Allowance 4 1/2".

Which is in accordance with the Secretary's Letter of Nov. 89. At

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *ft., R.Q.D. 94 ft, Bridge Dk. 110.5 ft, F'castle 34 ft; No. of Dks. (excluding spar, awn., &c.) one*

Material of dks. *Steel* If spar, awn, dks., &c. *Material of spar, awn, dks., &c.*; No. of tiers of beams (with and without dks. laid) *Two;*

Official No. *Not yet known* 95185 If double bottom, state particulars in separate form.

I am of opinion this Vessel should be Classed *100A-1 Steel. 1dk steel. When the work is completed at London*

The amount of the Entry Fee£ *4 0 0* is received by me, *J. G. S. Rule*

on *1890* Special£ *42 4 6* 1890

(to be sent as per margin) Certificate... *Gratis*

Travelling Expenses, if any, £

Committee's Minute *TUES 21 JAN 1890*

Character assigned *100A-1 Steel*

Latest Record Keelsard *Hull Certificate Written.* *1dk Steel & 2dk B* *+ Lmb 12/89*



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