

Request for S. S. 133
No. 2264 Survey held at Glasgow Date 15th Nov. Recd 21/11/04 1894
on the S.S. "Douglas Castle" Master A. M. Ritchie
Tonnage Old Built at Glasgow When built 1874 Launched 15th Oct. 1874
By whom built C. Connell & Co. Owners The Messrs. J. & S. Shanks
Port belonging to Glasgow Destined Voyage Singapore
Is surveyed while Building, Afloat, or in Dry Dock whilst building

| Length aloft | Feet. | Inches. | Extreme Breadth Outside | Feet. | Inches. | Depth of Hold | Feet. | Inches. |
|------------------------------|--------|---------|---------------------------------------|--------|---------|----------------------|-------|---------|
| 176 | 0 | 0 | 30 | 0 | 0 | 10 | 0 | 0 |
| Thickness of Plank. | | | | | | | | |
| Scantlings of Timber. | | | Outside. | | | Inside. | | |
| Timber and Space | | | Garboard Strakes | | | Limber Strakes | | |
| Floors | 10 | 0 | Garboard to Bilge | 5 1/2 | 5 1/2 | Bilge Planks | 2 1/2 | 2 1/2 |
| 1 st Foothooks | 3 | 0 | Bilge Planks | 5 1/2 | 5 1/2 | Ceiling in Flat | 2 1/2 | 2 1/2 |
| 2 nd Ditto | 3 | 0 | Bilge to Wales | 5 1/2 | 5 1/2 | Ditto Bilge to Clamp | 2 1/2 | 2 1/2 |
| 3 rd Ditto | 3 | 0 | Wales | 5 1/2 | 5 1/2 | Hold Beam Clamps | 2 1/2 | 2 1/2 |
| Top Timbers | 3 | 0 | Topsides | 4 1/2 | 4 1/2 | Deck Beam Ditto | 2 1/2 | 2 1/2 |
| Deck Beams | 3 | 0 | Sheer Strakes | 4 1/2 | 4 1/2 | Ceiling 'twixt Decks | 2 1/2 | 2 1/2 |
| Deck Beams, length amidships | 3 | 0 | Plank Sheers | 4 1/2 | 4 1/2 | Hold Beam Shelves | 2 1/2 | 2 1/2 |
| Hold Beams | 3 | 0 | Water - Upper Deck | 13 1/2 | 13 1/2 | Deck Beam Ditto | 2 1/2 | 2 1/2 |
| Hold Beams, length amidships | 3 | 0 | Ways - Lower Deck | 13 1/2 | 13 1/2 | | | |
| Keel | 14 1/2 | 0 | Ditto, faying surface against Timbers | 13 | 13 | | | |
| Scarp of Ditto | 8 | 0 | Upper Deck | 3 1/2 | 3 1/2 | | | |
| Keelsons | 8 | 0 | | | | | | |
| Scarp of Ditto | 8 | 0 | | | | | | |

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

| Heel-Knee, & Deadwood abaft | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Transoms and throats of Hooks | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Hold Beam Bolts in | Waterway | Waterway | Waterway |
|-----------------------------------------------|-------------------------|---------------|--------------------------|-------------------------------|-------------------------|---------------|--------------------------|-----------------------------------------------------------------|----------------|----------------|----------------|
| Scarp of Keel, N° 1 | 1 1/2 | 1 1/2 | 1 1/2 | Arms of Hooks | 1 1/2 | 1 1/2 | 1 1/2 | Deck Beam Bolts in <td>Knees</td> <td>Knees</td> <td>Knees</td> | Knees | Knees | Knees |
| Keel Bolts through Keel at each Floor | 1 1/2 | 1 1/2 | 1 1/2 | Thro' Bilge & Limber Strakes | 1 1/2 | 1 1/2 | 1 1/2 | | Shelf or Clamp | Shelf or Clamp | Shelf or Clamp |
| Bolts thro' Heels of Timbers against Deadwood | 1 1/2 | 1 1/2 | 1 1/2 | Thickstuff over Double Floors | 1 1/2 | 1 1/2 | 1 1/2 | | Waterway | Waterway | Waterway |
| | | | | Butt End Bolts | 1 1/2 | 1 1/2 | 1 1/2 | | Knees | Knees | Knees |
| | | | | Pintles of the Rudder | 1 1/2 | 1 1/2 | 1 1/2 | | Shelf or Clamp | Shelf or Clamp | Shelf or Clamp |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 Inches. The Space between the Top-Timbers is 10 Inches.
The Floors consist of 10 Planks. The First Foothooks of 10 Planks. The Second Foothooks of 10 Planks. The Third Foothooks and Top Timbers of 10 Planks.
The Shifts of the First and Second Foothooks are not less than 10. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 10.
The Frame is 10 squared from the First Foothook Heads upwards, and 10 free from sap, and from thence downwards, the frame is 10.
The 10 Frames are 10 bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are 10 close together; their thickness not less than 10 of the entire moulding at that place.
The Frame is 10 chocked with 10 Butt at each end of the chock. The Main piece of Rudder is 10 of Windlass is 10.
The Keel is 10. The Main Keelson is 10 and 10 free from all defects.
The Stem, and Stern Post of 10. The Transoms, Knight Heads, Hawse Timbers, and Aprons of 10. Deadwood, of 10 and are 10 free from all defects.
The Deck and Hold Beams of 10. The Breasthooks of 10. The Knees of 10.
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 10
or to the First Foothook Heads }
From the above named Height to the Light Water Mark 10
From the Light Water Mark to the Wales 10
The Wales and Black-strakes are 10. The Topsides & Sheer-strakes 10.
The Spacing and Plank-sheers 10. The Water-ways { Upper Deck 10
Lower Deck 10
The Decks 10. State of 10.
The Shifts of the Planking are not less than 10 Feet 10 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 10 between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are 10.
The Ceiling, Lower Hold, and between Decks 10. Shelf Pieces and Clamps 10.
Fastenings.—To Hold Beams 10. Strainers connected to 10.
Deck Beams 10.
Number of Breasthooks 10. Pointers 10. Crutches 10.
Butt End Bolts are of 10 in the Bottom: 10 Bolts in each Butt End 10 through and clenched.
Bilge and Limber Strakes 10 bolted through and clenched. Treenails of 10 How Made 10.
Thickstuff over Double Floors 10 bolted through and clenched. General Quality of Workmanship 10.
We certify that the above is a correct description of the several particulars therein given.
Builder's Signature 10. Surveyor's Signature 10.

GLS 143-0329

2264

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------------------|--------------------------|-----------------------------|----------|-----------------------------|----------------------------|
| N ^o . | | | Fathoms. | Weight. | |
| A double suit of Sails | Fore Sails, | Tested to 40% Tensile | 20 | 1 1/2 | Bower, |
| | Fore Top Sails, | Chain | 90 | 9 | By the Thompson & Co. Ltd. |
| | Fore Topmast Stay Sails, | Hempen Stream Cable | 60 | 7 | Stream, |
| | Main Sails, | Hawser | 90 | 5 | Kedge, |
| | Main Top Sails, | Towlines | 90 | 5 | |
| and | | Warp | 90 | 5 | |
| | | All of <u>Good</u> quality. | | | |

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has Five Life Boats Long Boat and One Pinnace and One Rig
The present state of the Windlass is new Capstan new Rudder new Pumps new and efficient

General Remarks and Statement and Date of Repairs, if any.

| | | |
|----------------------------------------------------------------|--------------------------------------------------------------------------|----------------------------------------------------------|
| DATES of Surveys held while building, as per Section 35. | 1st. When the Frame is completed | <u>Built under special survey between the</u> |
| | 2nd. When the Beams are put in, &c. | <u>10th Apr. and 15th May 1884</u> |
| | 3rd. { When completed, and before the } { plank be painted or payed } | |

This vessel is built with Iron Frames and Wood Planking,
fastened with Yellow Metal Screws to the Gunwale; Waterways
Plumbers drifts to Raised Quarter Deck with Galv^d Iron
is fitted with an Iron Shustroke 30 x 30. Diagonal Iron Plates
on Frames crossing each other all fore and aft 8 x 10. Diagonal
Plates on both sides of Beams and fore and aft Iron Plates
outside Hatchways 12 x 10, Iron Stanchions and Wood Bulwarks,
close curled to Hold Beams and Spar^s in tween decks, and
in all other respects as per accompanying Builder's Section

The Anchors and Chains have not been tested at a
Public Machine, but agreeable to Secretary's letter to Owners
they have given a written guarantee that the same shall be tested
at a Public Machine upon the return of the Ship from her
present voyage; which I herewith append and leave the
assigning of the figure 1 for the favorable consideration
of the Committee

Fore and Main masts are of 90 x 70 Plate, edges double
lumber and Butts Iron Barrel Riveted, each formed
of Three Plates. The remainder of spars are of Wood

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered Yellow Metal to the upper part of hull When last done
I am of opinion this Vessel should be Classed 14 A.
The Amount of the Fee.....£ 5 : : : is received by me,
Special£ 33 : 18 :
Certificate£ 1 : 10 :
W. H. M. G.

Committee's Minute 22nd November 1884

Character assigned A 1 for 14 Years

Iron frame - planked
Engl B.S.



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Foundation