

IRON SHIP.

(Rec'd 8.6.2009.133)

No. 1310 Survey held at Glasgow Date, First Survey 4th May Last Survey 6th November 1883
On the Sailing Vessel "Denny Castle" (Barque Rig)

TONNAGE under Tonnage Deck <u>1242.62</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master <u>Goffe</u>
Ditto of Third, Spar, or Awning Deck <u>45.68</u>	SPAR, OR AWNING DECKED VESSEL.	Built at <u>Glasgow</u>
Ditto of Poop, or Raised Or. Dk. <u>13.11</u>	Half Breadth (moulded) <u>14.89</u>	When built <u>1883</u> Launched <u>16th Dec.</u>
Ditto of Houses on Deck <u>35.66</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>23.40</u>	By whom built <u>Dobie & Co.</u>
Ditto of Forecastle <u>1364.04</u>	Girth of Half Midship Frame (as per Rule) <u>34.20</u>	Owners <u>J. Spright & Son</u>
Gross Tonnage <u>50.40</u>	1st Number <u>48.79</u>	Residence <u>Limerick</u>
Less Crew Space <u>1316.64</u>	1st Number, if a 3-Decked Vessel <u>did not 7 feet</u>	Port belonging to <u>Limerick</u>
Less Engine Room	Length <u>230.0</u>	Destined Voyage <u>Fiji Islands</u>
Register Tonnage as cut on Beam <u>1316.64</u>	2nd Number <u>18122</u>	If Surveyed while Building, Afloat, or in Dry Dock, <u>Built under Special Survey</u>
	Proportions— Breadths to Length <u>6.4</u>	
	Depths to Length—Upper Deck to Keel <u>9.7</u>	
	Main Deck ditto <u>9.7</u>	

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
230.0			35.48			21.4					One	Two
Dimensions of Ship per Register, length, <u>239.8</u> breadth, <u>35.95</u> depth, <u>21.4</u>												
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.									
STEM, moulding and thickness	9 x 2 1/2		9 x 2 1/2									
STERN-POST for Rudder do. do.	8 1/2 x 2 1/2		8 1/2 x 2 1/2									
" " for Propeller	8 1/2 x 2 1/2		8 1/2 x 2 1/2									
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24									
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8		5 3 8									
Do. for 1/2 at each end	5 3 4		5 3 4									
REVERSED FRAMES, Angle Iron	3 1/2 3 8		3 1/2 3 8									
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 10		24 10									
" thickness at the ends of vessel	8		8									
" depth at 1/2 the half-bdth. as per Rule	12		12									
" height extended at the Bilges	48		48									
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 5 1/2 8		8 1/2 5 1/2 8									
Single or double Angle Iron on Upper edge	48		48									
Average space	4		6 1/2									
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4		6 1/2									
Single or double Angle Iron on Upper Edge	48		48									
Average space	48		48									
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 5 1/2 8		8 1/2 5 1/2 8									
Single or double Angle Iron on Upper Edge	48		48									
Average space	48		48									
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4		6 1/2									
Single or double Angle Iron on Upper Edge	48		48									
Average space	48		48									
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	17 12		17 12									
" Rider Plate	11 12		10 1/2 12									
" Bulb Plate to Intercoastal Keelson	5 4 9		5 4 9									
" Angle Irons	5 4 9		5 4 9									
" Double Angle Iron Side Keelson	5 4 9		5 4 9									
" Side Intercoastal Plate	5 4 9		5 4 9									
" do. Angle Irons	5 4 9		5 4 9									
" Attached to outside plating with angle iron	3 3 4		3 3 4									
BILGE Angle Irons	5 4 9		5 4 9									
" do. Bulb Iron	5 4 9		5 4 9									
" do. Intercoastal plates riveted to plating for length	5 4 9		5 4 9									
BILGE STRINGER Angle Irons	5 4 9		5 4 9									
Intercoastal plates riveted to plating for length	5 4 9		5 4 9									
SIDE STRINGER Angle Irons	5 4 9		5 4 9									

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 7/8 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Upper deck stringer 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 1/2 in. diameter, averaging 5 1/2 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 1/2 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 4 Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 in. thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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.

Upper Sheerstrake, double or single riveted.

Lower Edge of Main Sheerstrake, double or single riveted.

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

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

" Breadth of laps of plating in double riveting 5 1/2 ins. Breadth of laps of plating in single riveting 5 1/2 ins.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 6 Crutches, 20196

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

Manufacturer's name or trade mark, Parkhead, Monkland, Bownessfield, Mossend, Stockton.

The above is a correct description. Dobie & Co. Surveyor's Signature, J. J. House

Builder's Signature, Dobie & Co. Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—1000—24/5/81.)

State clearly where plating is of alternate thicknesses as distinguished from diminished thickness.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

GTS148-0311

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed*

6310 gls.

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*

Masts, Bowsprit, Yards, &c., are *now* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Length and Diameter of masts &c. as per plan attached hereto. The instructions contained in the Secretary's Letter dated 8th May and 26th June relating to the same have been adhered to.

The quality of materials is good and the iron used stamped "Grossend"

NUMBER for EQUIPMENT 19330

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain	<i>240 3/4</i>	<i>1 1/8</i>	<i>65 823/16</i>	<i>240 x 1 1/8</i>	<i>Chubb</i>	Bower Anchors	<i>7762</i>	<i>32 3 1/2</i>	<i>30 15 2 0</i>	<i>32</i>	<i>Chubb</i>
	Fore Top Sails,	Iron Stream Chain	<i>75 3</i>	<i>1</i>	<i>65 27/16</i>	<i>75 x 1</i>	<i>25/10/10</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>7761</i>	<i>32 0 0</i>	<i>30 2 2 0</i>	<i>32</i>	<i>5</i>
	Fore Topmast Stay Sails,	or Steel Wire ..							<i>7763</i>	<i>24 0 2 4</i>	<i>25 11 0 0</i>	<i>2 1/4</i>	<i>3</i>
	Fore Topmast Stay Sails,	or Hempen Strm Cable											
	Main Sails,	Towline, Hemp.	<i>90</i>	<i>3 1/2</i>	<i>65 26 1/16</i>	<i>90 x 3 1/2</i>	<i>Wright & Co</i>	Stream Anchor	<i>7764</i>	<i>11 0 16</i>	<i>13 1 0 0</i>	<i>10 1/2</i>	<i>3</i>
	Main Top Sails,	Steel Wire	<i>90</i>	<i>9 1/2</i>		<i>90 x 9 1/2</i>		Kedge	<i>7765</i>	<i>5 2 16</i>	<i>4 19 0 0</i>	<i>5 1/4</i>	<i>3</i>
	and	Hawser	<i>90</i>	<i>6</i>		<i>90 x 6</i>		2nd Kedge	<i>7768</i>	<i>2 2 9</i>	<i>5 2 0 0</i>	<i>2 1/2</i>	<i>3</i>
		Warp	<i>90</i>										
		quality	<i>good</i>										

Standing and Running Riggings *Wright & Co* efficient in size and *good* in quality. She has *1-24ft Long* Boat and *2 others 24ft + 1-22ft Cutter.*

The Windlass is *American Walker (Capt)* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *How secured in ordinary weather?*

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? *How are lids secured?*

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

4 Freeing Ports, 4 Scuppers and 3 muzzing pipes

Cargo Hatchways.—How formed? *Deep plates forming Carling and Coming - Height above deck 18 1/2 + 25 in*

State size Main Hatch *19' 9" x 12' 0" Forehatch 4' 11" x 6' 0" Quarterhatch 4' 9" x 6' 0"*

If of extraordinary size, state how framed and secured? *Ordinary Size* (See plate double with in margin of Main Hatch)

What arrangement for shifting beams? *One deep web plate in Main Hatch. One fore and after in Fore Hatch*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. *1832* Date *7th March 1883*

Order for Ordinary Survey No. *136* Date *13th March 1883*

No. *136* in builder's yard.

General Remarks (State quality of workmanship, &c.) *The quality of workmanship & materials is good.*

This Vessel has been built in conformity with the approved plans (2 in No.) attached hereto, the instructions contained in the Secretary's Letter dated 15th March 1883, and otherwise in compliance with the Rules with a view to the class contemplated.

The collision bulkhead has been tested as required by the Rules.

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