

IRON SHIP.

No. *12* Survey held at *Glasgow* Date, First Survey *18th Oct 1882* Last Survey *18th Nov 1882* (Received at London Office) *12 NOV 1882* 18

On the *Iron Screw Steamer "Methven Castle"* Master *Joseph Dowdy*

TONNAGE under Tonnage Deck *1733.42* ~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~ ~~SPECIAL, OR TANNING DECKED VESSEL.~~

Ditto of Third Deck *772.74* Half Breadth (moulded) *19.12* Feet. Built at *Whiteinch, Glasgow*

Ditto of Houses on Deck *126.31* Depth from upper part of Keel to top of Upper Deck Beams *29.08* When built *1882-1883* Launched *19th Sep 1883*

Ditto of Forecastle *47.50* Girth of Half Midship Frame (as per Rule) *43.22* By whom built *Barclay, Currie & Co.*

Gross Tonnage *2680.58* 1st Number if a 3-Decked Vessel deduct 7 feet *7* Owners *Donald Currie & Co.*

Less Crew Space *82.48* Length *259.8* 2nd Number *25* Residence *London*

Less Engine Room *857.79* Proportions—Breadths to Length *8.71* Port belonging to *London*

Register Tonnage as out on Beam *1740.31* Depths to Length—Upper Deck to Keel *11.48* Destined Voyage *London*

Official Number *250681* Main Deck ditto *15.18* If Surveyed while Building, Afloat, or in Dry Dock. *Builder under Special Survey*

LENGTH on deck as per Rule *233* Breadth Moulded *40* DEPTH top of Floors to Upper Deck Beams *19* Power of Engines *240* No. of Decks with flat laid *3*

Dimensions of Ship per Register, length, *235.0* breadth, *38.2* depth, *19.35* No. of Tiers of Beams *5*

KEEL, depth and thickness *11 x 2 1/4* PLATES in Garboard Strakes, breadth & thickness *42*

STEM, moulding and thickness *11 x 2 1/4* " From Garboard to upper part of Bilges *42*

STERN-POST for Rudder do. do. *11 x 2 1/4* " Of d'bling at Bilge, and length applied *18 1/2*

" for Propeller *11 x 6* " From up. prt of Bilge to l. edge of Sh'rstrake *42*

Distance of Frames from moulding edge to moulding edge, all fore and aft *24* " Main Sheerstrake, breadth and thickness *42*

FRAMES, Angle Iron, for 1/2 length amidships *5 x 3 1/2* " Of d'bling at Sh'stk. & lng. applied *42*

Do. for 1/2 at each end *3 1/2 x 3 1/2* " Upper Sheerstrake, breadth & thickness *42*

REVERSED FRAMES, Angle Iron *3 1/2 x 3 1/2* Butt Straps to outside plating, breadth & thickness *10 x 10*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *25* Lengths of Plating *6*

" thickness at the ends of vessel *8* Shifts of Plating, and Stringers *2*

" depth at 3/4 the half-bdth. as per Rule *12 1/2* Gunwale Plate on ends of *48*

" height extended at the Bilges *50* Upper Deck Beams, breadth and thickness *48*

BEAMS, Upper, ~~Span on Afting Deck~~ *8* Angle Iron on ditto *4 x 4 x 9*

Single or double Angle Iron on Upper edge *2 x 4* Tie Plates fore and aft, outside Hatchways *Complete from hull*

Average space *28* Diagonal Tie Plates on Beams No. of Pairs *2*

BEAMS, ~~Main~~ Middle Deck *9* Flat of Up. ~~Span on Afting Dk.~~ *2*

Single or double Angle Iron, on Upper Edge *3 1/2 x 3 1/2* How fastened to Beams *Riveted*

Average space *48* Stringer Plate on ends of Main or Middle Deck *72*

BEAMS, Lower Deck *9 1/2* Beams, breadth and thickness *72*

Single or double Angle Iron, on Upper Edge *3 1/2 x 3 1/2* Is the Stringer Plate attached to the outside plating? *No. as required*

Average space *48* Angle Irons on ditto, No. *2*

KEELSONS Centre line, single ~~double~~ plate, *15* Tie Plates, outside Hatchways *17*

" Interstitial, Plates *11* Diagonal Tie Plates on Beams, No. of Pairs *2*

" Rider Plate *14* Flat of Middle Deck do. do. *2 1/2*

" Double Angle Iron Side Keelson *6 1/2 x 4* How fastened to Beams *Riveted bolts*

" Side Interstitial Plate *9 1/2* Stringer Plates on ends of Lower Deck, ~~Hollow~~ *42*

" Attached to outside plating with angle iron *9 1/2* ~~One~~ Beams *42*

BILGE Angle Irons *8 1/2 x 4* Is the Stringer Plate attached to the outside plating? *Yes, as required*

" do. Bulb Iron *9 1/2* Stringer or Tie Plates, outside Hatchways *4 x 4 x 9*

" do. Interstitial plates riveted to plating for *3/4* length *17*

BILGE STRINGER Angle Irons *8 1/2 x 4* Flat of Lower Deck *17*

Interstitial plates riveted to plating for *3/4* length *9*

SIDE STRINGER Angle Irons *8 1/2 x 4*

The FRAMES extend in one length from *Middle line* to *Foremast*

The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *Upper*

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 *1/8* 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 *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.

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

" Butts of *Strakes* at Bilge for *5* length, treble riveted with Butt Straps *1/8* thicker than the plates they connect.

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

" Butts from Bilge to *Main Sheerstrake*, worked carvel, double riveted; with rivets *2/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Edges of *Main Sheerstrake*, double ~~single~~ riveted. *Upper Sheerstrake*, double or single riveted. *1* Butts in Sheerstrake.

" Butts of *Main Sheerstrake*, treble riveted for *1/2* length amidships. *Butts of Upper or Span Sheerstrake*, treble riveted *1* length amidships.

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. *Butts of Upper or Span Stringer Plate*, treble riveted for *1/2* length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *6* 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, *James & Sons - Glasgow, Bulb - Cleveland*

The above is a correct description. *Inside plates - Cleveland, Glasgow, Scotland*

Builder's Signature, *Barclay Currie & Co.* Surveyor's Signature, *Chas. L. Lloyds*

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

ROBERT MUMFORD TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.

GLS148-0316

Lloyd's Register

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

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

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*

Masts, Bowsprit, Yards, &c., are *Iron* 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

The Spars are in accordance with approved
Steel Enchased Lignum *The Iron was tested as required by the Rules and*
found satisfactory.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILES.												
CABLES, &c.												
N ^o .	Chain	150-25	2 1/2	110 1/4	300-1 1/2	29 1/2 Nov/83	Bower Anchors	1	41.0.14	36.11.2.7	36.2.0	4 1/2 Jan/83
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Sails,	Iron Stream Chain	150	2 1/2	110 1/4	300-1 1/2	29 1/2 Nov/83		1	40.3.0	36.6.1.0	36.2.0	—
Fore Top Sails,	on Steel Wire ..	90-15	1 1/2	55 1/2	90-1 1/2	15 1/2 Nov/83		1	35.2.16	32.18.3.0	31.0.0	—
Fore Topmast Stay Sails,	on Hempen Stem Cable	All tested at Exton by J.R. Satt.										
	Towline, Hemp.	100	4 1/2	33 1/2	100-1 1/2	15 1/2 Nov/83		All tested at Exton by J.R. Satt.				
	or Steel Wire ..	90	4 1/2	33 1/2	100-1 1/2	15 1/2 Nov/83						
Main Sails,	Hawser	90	3 1/2	18 1/2	90-10"	15 1/2 Nov/83	StreamAnchor	1	11.3.21	12.17.2.0	11.1.0	15 1/2 Nov/83
Main Top Sails,	Warp	90	8	18 1/2	90-8 1/2	15 1/2 Nov/83	Kedge ...	1	5.1.14	7.14.0.9	5.2.0	—
	quality poor	90	7	18 1/2	90-7 1/2	15 1/2 Nov/83	2nd Kedge ...	1	2.2.14	5.2.2.0	2.3.0	—

The Windlass is *Napier Brothers Steam* Capstan *good* and Rudder *good* Pumps *as approved*

Engine Room Skylights.—How constructed? *Lead & Glass* How secured in ordinary weather? *Roller through plates*

What arrangements for deadlights in bad weather? *Iron gratings over their places.*

Coal Bunker Openings.—How constructed? *Cover Iron Sattles* How are lids secured? *Bayonet fitting* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers, 2 Pipes, 1 Port, 1 Gangway & Port*
from bilgewater on each side fore; 4 Scuppers, 2 Pipes, 1 Port, 1 Port from bilgewater on each side aft.

Cargo Hatchways.—How formed? *Iron cramping 24 ins. high.*

State size Main Hatch *23' 10" x 13' 0"* Forehatch *11' 10" x 10' 0"* Quarterhatch *21' 0" x 13' 0"*

If of extraordinary size, state how framed and secured? *None, &c.*

What arrangement for shifting beams? *2 Mt plates in Main Hatch, and 1 Mt bulkhead in Quarterhatch.*

Hatches, If strong and efficient? *Yes, Solid.*

Order for Special Survey No. <i>1694</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1882</i> <i>October 18. 23. 30. Nov. 2. 6. 9. 18. 20. 23. 27. Dec. 4. 13. 20. 27.</i>
Date <i>6 Dec 1882</i>		2nd. On the plating during the process of riveting	<i>1883</i> <i>January 12. 18. 26. 29. Feb. 5. 8. 12. 15. 19. 22. 26. Mar. 5. 6. 13. 19. 22.</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<i>29. Apr. 2. 6. 11. 18. 20. 23. 24. May 1. 9. 17. 21. 25. 28. June 6. 18.</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>21. 27. July 2. 11. 23. 27. Aug. 1. 10. 14. 18. 22. 24. 29. Sep. 5.</i>
No. <i>318</i> in builder's yard.		5th. After the ship was launched and equipped	<i>7. 12. 13. 15. 20. 26. Oct. 4. 9. 20. 24. 29. 31. Nov. 6.</i>

State dates of letters respecting this case *5th January, 24th January, 9th May 1882, and 17th March 1883.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good, the vessel has been constructed in accordance with approved sketches (6 in number) approved hereto, and is sister-ship to the "Dunbar Castle" Glasgow Report No. 6248.*
Each ballast tank has been tested as required and found satisfactory, and the fore and after peaks have been tested by water.

Keel 40' 0" Iron bulkhead, 8' 0" long. Bridge deck 86' 0" bulkhead 2' 0" base from fore-peak alley way on each side 4' 6" wide. Deck boards fitted at ends of keelson. Saloon aft 5' 0" x 18' 0" x 7' 0" high

State if one, two, or three decked vessel, or if open, or awning-decked; and the lengths of poop, bridge, fore-castle, and quarter-deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed ** 100 A. 1.*

The amount of the Entry Fee£ *3: 0: 0* is received by me, *Wm. J. Smith*

Special£ *89: 19: 0* 6/11/1883

(to be sent as per margin). Certificate ... *0: 0: 0*

(Travelling Expenses, if any, £).

Committee's Minute *TUESDAY 13 NOV 1883 18*

Character assigned *100 A. 1*

Wm. J. Smith

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

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