

IRON SHIPS.

Agreement for S.S. No. 2071
 No. 2071 Survey held at Glasgow Date Sept. 2nd 1883
 on the Ship Roslin Castle now Master C. Cairns
 Tonnage Gross 1100 Engine Room London Register 1100/05 Built at Glasgow
 When Built 1883 By whom built Jas. Napier & Son Owners D. Currie & Co
 Port belonging to Liverpool Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
200	0		33	9		22	6			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. <u>2</u> at bottom of Floor Plate	5	3/4	9/16	5	3	9/16				
depth and thickness of Floor Plate at mid line	2 1/2		1 1/2	2 1/2		1 1/2				
depth and thickness of Floor Plate at Bilge Keelson	0		1/6	5		1/6				
Size of Reversed Angle Iron, and No. <u>2</u> at top of Floor Plate	3 1/2	3	9/16	3 1/2	3	9/16				
Frames, Size of Angle Iron, single or double	5	3/4	9/16	5	3	9/16				
Reversed Iron, if to every frame	to the upper part of the keelson									
Beams, Deck (No. <u>5</u>) double Angle Iron or Bulb Iron with double Angle Iron on top										
depth & thickness of plate amidships	9		9/16	8 1/4		9/16				
double or single Angle Iron, on lower edge	3 1/2	3/4	9/16	3	3	9/16				
average space between	3	feet	4	3	feet					
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. <u>5</u>) double Angle Iron or Bulb Iron with double Angle Iron on top										
depth & thickness of plate amidships	9		9/16	8 1/4		9/16				
double or single Angle Iron, on lower edge	3 1/2	3/4	9/16	3	3	9/16				
average space between	3	feet	4	3	feet					
if wood (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	33		1/6	2 1/4		1/6				
Side or Bilge	5 1/2	4 1/4	9/16	5	4 1/4	9/16				
Number	Three		Three							
Transoms, material <u>iron plate</u> , if none, in what manner compensated for.										
Knight-heads <u>Leigh</u>										
Hawse Timbers <u>iron frames</u>										
Bulkheads, No. <u>Two</u>										
Thickness of <u>1/6</u>										
are they free from defects?										
how secured to the sides of the ship <u>rivetted between two frames</u>										
size of vertical angle iron and their distance apart <u>3/4 x 3/4 30 lbs</u>										
The Frames or Ribs extend in one length from <u>middle line</u> to <u>gunwale</u> rivetted through plates with <u>1/4</u> in. rivets, about <u>6 1/2</u> apart.										
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams</u> to <u>Butt</u>										
on the frames, from <u>middle line</u> to <u>gunwale</u>										
Keelson, how are the various lengths of plates or angle irons connected? <u>by lining pieces</u>										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets <u>1/4</u> in. diameter averaging <u>5 1/2</u> in. from centre to centre of rivet.										
Edges from Garboards to upper part of bilge, worked <u>carvel with a lining piece</u> (in.) thick, or clencher, double or single rivetted; rivets (in.) diameter, averaging <u>3 1/2</u> ins. from centre to centre of rivets.										
Butts from Keel to turn of bilge, worked <u>carvel with a lining piece</u> (in.) thick, double or single rivetted; rivets (in.) diameter, averaging <u>3 1/2</u> ins. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>										
Edges from bilge to planksheer, worked <u>carvel with a lining piece</u> (in.) thick, double or single rivetted; rivets (in.) diameter, averaging <u>3 1/2</u> ins. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>Yes</u>										
Butts from bilge to planksheers, worked <u>carvel with a lining piece</u> (in.) thick, or clencher, double or single rivetted; rivets (in.) diameter, averaging <u>3 1/2</u> ins. from centre to centre of rivets. Breadth of laps in double rivetting <u>3/4</u> in. Breadth of laps in single rivetting (in.)										
Planksheer, how secured to the plating of the sides										
Waterway, planksheer and to the Beams										
Side trussing, breadth and thickness of plates										
Deck trussing <u>Diagonal Struts</u> extending from <u>gunwale</u> to <u>Butt</u> on both sides of Beams										
Deck Beams, how secured to the side? <u>Welded</u> <u>Beams</u> <u>rivetted</u> to <u>Beams</u>										
Hold or Lower Deck										
Paddle										
No. of breasthooks <u>Five</u> crutches <u>Five</u> how are pointers compensated? <u>Rounded stem and all stung round through</u>										
What description of iron is used for the angle iron and plate iron in the vessel? <u>Parkhead Best Best Plate</u>										

Builder's Signature

IRON 436-0456

3310

Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *Yes*

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*

Do the fillings between the ribs and plates fill in solid with single pieces, ~~or two~~ *or three* in ~~these~~ *these* lengths of various thicknesses? *Yes*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *a few in corners of Butts*

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.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Used to 55th tons
Chain

Hempen Stream Cable

Hawser *Chain 20th tons*

Towlines

Warp

All of *Good* quality.

Fathoms.

Inches.

Butmans Patent 5th 12th 13th
Bowls,

Stream, *Chain 12th tons*

Kedge,

N^o.

Weight.

27.2.24

34.3.24

34.02

12.1.16

53.25

3.2.0

Her Standing and Running Rigging *Gal. 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31th 32th 33th 34th 35th 36th 37th 38th 39th 40th 41th 42th 43th 44th 45th 46th 47th 48th 49th 50th 51th 52th 53th 54th 55th 56th 57th 58th 59th 60th 61th 62th 63th 64th 65th 66th 67th 68th 69th 70th 71th 72th 73th 74th 75th 76th 77th 78th 79th 80th 81th 82th 83th 84th 85th 86th 87th 88th 89th 90th 91th 92th 93th 94th 95th 96th 97th 98th 99th 100th* sufficient in size and *good* in quality.

She has *one* Long Boat and *one* life Boat and *three* others

The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. { 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under Special Survey and seen on the following dates*
2nd. On the plating during the progress of rivetting *March 2. 5. 14. 13. 28. April 8. 13. 23.*
3rd. When the beams were in and fastened, and before the decks were laid *29 May 5. 9. 21. 30 June 4. 13. 16.*
4th. When the ship was complete, and before the plating was finally coated *26 July 4. 23. 30. Aug. 11. 15. 20. Sept. 3. 1863.*
5th. After the ship was launched *26 July 4. 23. 30. Aug. 11. 15. 20. Sept. 3. 1863.*

Butts of Gunwale Plate, Stringer Plate on Ends of Hold Beams are Treble Rivetted; Butte Straps to Sheerstrake are extended over two Keelsons. A Plate fitted on Top of Flons and Rivetted to Double Reverse Bars on each side of Middle line Keelson 12th 1/2. Four Angle Irons fitted to Middle line Keelson, the upper 8th 1/2 1/2 1/2 the others 4th 1/2 1/2 1/2

An Intermediate Intercoastal Keelson fitted midway between Bulge and Middle line Keelson 8th 1/2 1/2 with two Angle Irons on upper part of Flons 5th 1/2 1/2 1/2. An Extra Stringer fitted under Hold Beams formed by a Plate 18th 1/2 1/2 Rivetted to Double Reverse Bars on Keelsons and two Angle Irons back to back Rivetted to Plate 5th 1/2 1/2 1/2

The Keelsons are spaced 25 inches apart, and the Plates are 10 feet long as sanctioned by your Letter to Builders of the 4th Dec^r 1862

The Flat of Bottom coated with Port^o Cement, the Keelsons & Plating with Red Lead

In what manner are the surfaces preserved from oxidation? *Red Lead and Patent Paint*

I am of opinion this Vessel should be classed *1st A 1*

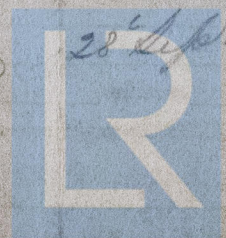
The amount of the Fee£ 51 : : is received by me,

Special£ 58 : 10 : :

* Certificate (if required)£ *Twenty*

Committee's Minute *29 September 1863*

Character assigned *1st A 1*



Lloyd's Register
Foundation