

IRON SHIPS.

Rev 28/9/63

No. 2071 Survey held at Glasgow Date Sept 9th 1883
 on the Ship Roslin Castle now Master G. Cairns
 Tonnage Gross Engine Room "London" Register 1170/05 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		Feet. Inches.		Horse No.
						Beam to top of Floor			Power of Engines	
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		Stem, if bar iron, moulding and thickness		Inches in Ship		Inches required per Rule	
	20		18		9		3		3	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship		Inches required per Rule		Stern-post, if bar iron, moulding and thickness		Inches in Ship		Inches required per Rule	
	5 3/8		5 3/8		9		3		3	
depth and thickness of Floor Plate at mid line	2 1/2		2 1/2		Keel, if bar iron, depth and thickness		9		3	
depth and thickness of Floor Plate at Bilge Keelson	0		5		if plate iron, breadth and thickness					
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2		3 1/2		Garboard Plates, thickness		15/16		14/16	
Frames, Size of Angle Iron, single or double	5 3/8		5 3/8		From Garboard to upper part of Bilge		13/16		10/16	
Reversed Iron, if to every frame	to the upper part of		to the keelson		From upper part of Bilge to Sheerstrakes		4/16		4/16	
Beams, Deck (No. 55) double angle iron or Bulb Iron with double angle iron on top					Sheerstrakes 3 feet broad		15/16		13/16	
depth & thickness of plate amidships	9		8 1/4		Breadth & thickness of Butt Straps to outside plating		10		15/16	
double or single angle iron, on upper edge	3 1/2		3 1/2		Planksheers		3 1/2		2 1/4	
average space between	3 feet		3 feet		Gunwale Plate or Stringer on ends of Up. Dk Beams		5 1/2		4 1/2	
if wood (No.) sided & moulded					Angle Iron on ditto		5 1/2		4 1/2	
Hold, or Lower Deck (No. 57) double angle iron or Bulb Iron with double angle iron on top					Waterway					
depth & thickness of plate amidships	9		8 1/4		Deck		2 1/2		1 1/2	
double or single angle iron, on lower edge	3 1/2		3 1/2		Ceiling in Hold		3 1/2			
average space between	3 feet		3 feet		Ceiling betwixt Decks					
if wood (No.) sided & moulded					Beam Clamps					
Paddle, wood, sided and moulded or if Iron, size of Plate					Shelf					
Engine					Stringer Plates on ends of Hold or Lower Dk Beams		30		2 1/4	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	33		2 1/4		Ceiling between Decks		13		12 1/8	
Side or Bilge	5 1/2		5		Stringer or Tie Plates outside Hatchways		13		12 1/8	
Number	three		three		Deck Beam Clamps		13		12 1/8	
Transoms, material	iron plate				Shelf					
Knight-heads	leath				Stringers in Hold		5 1/2		4 1/2	
Hawse Timbers	iron frames				Deck, Lower		3 1/2		5	
					Deck, Upper, how fastened to Beams		nuts and screws			

Transoms, material iron plate, if none, in what manner compensated for.

Knight-heads leath Bulkheads, No. two Thickness of 1/2

Hawse Timbers iron frames are they free from defects? Yes how secured to the sides of the ship rivetted between two frames

The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (1/8 in.) rivets, about (6 1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Hold Beams to Keel

Keelson, how are the various lengths of plates or angle irons connected? by lining pieces

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 in.) diameter averaging (5 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (1 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2) thick, double or single rivetted; rivets (1 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to planksheer, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Butts from bilge to planksheers, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3) Breadth of laps in single rivetting (2)

Planksheer, how secured to the plating of the sides Explain by sketch, iron Bulwarks

Waterway planksheer and to the Beams if necessary.

Side trussing breadth and thickness of plates how secured? Diagonal Struts extending from gunwale to date on both sides of Beams

Deck trussing Welded metal rivetted to Beams

Deck Beams, how secured to the side? do

Hold or Lower Deck do

Paddle do

No. of breasthooks Five crutches Five how are pointers compensated? Rounded stem and all stung out round through

What description of iron is used for the angle iron and plate iron in the vessel? Parkhead Best Best Plate

Builder's Signature
J. Napier & Son
 Registered
 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 three in three 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 .		Fathoms.	Inches.	No.	Weight.
Double But Sails	Fore Sails,	Tested to 55 ⁰⁰ Tons		Butmans Patent 1779	1 27.2.24
	Fore Top Sails,	Chain	300	1 3/4	34.3.24
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10	34.0.24
	Main Sails,	Hawser <u>La chain 20⁰⁰ tons</u>	75	1 1/2	
	Main Top Sails,	Towlines	90	9	
and	Warp	90	8		
	All of <u>Good</u> quality.				

Her Standing and Running Rigging Gale³ Wire & Hemp 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
 - 2nd. On the plating during the progress of rivetting Survey and seen on the following dates
 - 3rd. When the beams were in and fastened, and before the decks were laid March 2. 5. 14. 23. 28. April 8. 13. 23.
 - 4th. When the ship was complete, and before the plating was finally coated 29 May 5. 9. 21. 30 June 4. 13. 16.
 - 5th. After the ship was launched 26 July 4. 23. 30. Aug¹ 11. 15. 30. Sept. 3. 1863.

Butts of Gunwale Plate, Stringer Plate and Ends of Hold Beams are Treble Rivetted; Butt 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 12⁰⁰. Four Angle Irons fitted to Middle Line Keelson, the upper 8⁰⁰ x 4⁰⁰ x 9⁰⁰ the others 4⁰⁰ x 4⁰⁰ x 9⁰⁰

An Intermediate Intercostal Keelson fitted midway between Bidge and Middle Line Keelson 8⁰⁰ x 4⁰⁰ with two Angle Irons on upper part of Flons 5⁰⁰ x 4⁰⁰ x 9⁰⁰; An Extra Stringer fitted under Hold Beams formed by a Plate 18⁰⁰ x 4⁰⁰ Rivetted to Double Reverse Bars on Keelsons and two Angle Irons back to back Rivetted to Plate 5⁰⁰ x 4⁰⁰ x 9⁰⁰

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£ 5⁰⁰ is received by me,

Special£ 58⁰⁰ 10⁰⁰

* Certificate (if required)£ Twenty

Committee's Minute 29 September 1863

Character assigned A 1

S. Darling

I concur in the above recommendations

28th Sep^r 1863



Mr. Donald Currie & Co. Surveyors