

3386 IRON SHIPS.

No. 3094 Survey held at Glasgow Date Nov 11th Rec'd 12/11/63
 the "Lombard Castle" Master Carver 1863
 Tonnage Gross Engine Room Register 410.00 Built at Glasgow
 Then Built 1863 Launched 1st October 1863 By whom built W. Stephen & Sons
 Owners Lombard & Co Port belonging to Liverpool Destined Voyage Calparaiso
 Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck		Feet. Inches.		Power of Engines	Horse.
.....	<u>110</u>		<u>26</u>	<u>2</u>		<u>10</u>	<u>4</u>				<input checked="" type="checkbox"/>

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
.....	<u>21</u>		<u>21</u>		<u>0 3/4</u>	<u>2 1/2</u>	<u>0 3/4</u>	<u>2 1/2</u>
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>3 1/2</u>	Stern-post, if bar iron, moulding and thickness	<u>0 3/4</u>	<u>2 1/2</u>	<u>0 3/4</u>	<u>2 1/2</u>
" depth and thickness of Floor Plate at mid line	<u>1 1/2</u>		<u>8/16</u>	<u>1 1/2</u>	" if plate iron, breadth and thickness	<u>0 3/4</u>	<u>2 1/2</u>	<u>0 3/4</u>	<u>2 1/2</u>
" depth and thickness of Floor Plate at Bilge Keelson	<u>1 1/2</u>		<u>9/16</u>	<u>1 1/2</u>	Keel, if bar iron, depth and thickness	<u>0 3/4</u>	<u>2 1/2</u>	<u>0 3/4</u>	<u>2 1/2</u>
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	" if plate iron, breadth and thickness	<u>0 3/4</u>	<u>2 1/2</u>	<u>0 3/4</u>	<u>2 1/2</u>
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	<u>3 1/2</u>	Garboard Plates, Breadth and thickness	<u>3 1/2</u>	<u>10</u>	<u>10</u>	<u>10</u>
" Reversed Iron, if to every frame	to the upper part of the Gunwale				From Garboard to upper part of Bilge	<u>3 1/2</u>	<u>9</u>	<u>9</u>	<u>9</u>
" Bilges to every other frame	to the Gunwale				From upper part of Bilge to Sheerstrakes	<u>3 1/2</u>	<u>9</u>	<u>9</u>	<u>9</u>
Beams, Deck (N ^o . <u>30</u>) double Angle Iron, Plate, or Bulb Iron	<u>1</u>		<u>5/16</u>	<u>1</u>	Sheerstrakes, Breadth and thickness	<u>30</u>	<u>10</u>	<u>10</u>	<u>10</u>
" double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Butt Straps to outside plating, Breadth and thickness	<u>10</u>	<u>4</u>	<u>4</u>	<u>4</u>
" average space between	<u>3</u>	<u>feet</u>	<u>0</u>	<u>3</u>	Planksheers	<u>10</u>	<u>4</u>	<u>4</u>	<u>4</u>
" if wood (N ^o .) sided & moulded					Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>28</u>	<u>8</u>	<u>20</u>	<u>7</u>
" Hold, or Lower Deck (N ^o . <u>22</u>) double Angle Iron, Plate, or Bulb Iron	<u>1</u>		<u>5/16</u>	<u>1</u>	Angle Iron on ditto	<u>12</u>	<u>3</u>	<u>7</u>	<u>4</u>
" double or single Angle Iron on upper edge	<u>3 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	<u>2 1/2</u>	Diagonal Tie Plates on Beams	<u>9 1/2</u>	<u>8</u>	<u>9 1/2</u>	<u>7</u>
" average space between	<u>3 1/2</u>	<u>2 1/2</u>	<u>feet</u>	<u>3 1/2</u>	Waterway	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
" if wood (N ^o .) sided & moulded					Deck	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
" Paddle, wood, sided and moulded, or if Iron, size of Plate					Ceiling in Hold	<u>2</u>			
" Engine					Ceiling betwixt Decks				
Keelson, single plate, box, or intercostal	<u>12</u>		<u>1 1/4</u>	<u>10</u>	Beam Clamps or Spirketting				
" Size of Plates					" Shelf				
" Size of Angle Irons	<u>1 1/2</u>	<u>3</u>	<u>7/16</u>	<u>1 1/2</u>	" Stringer Plates on ends of Hold or Lower Dk Beams	<u>20</u>	<u>8</u>	<u>15</u>	<u>7</u>
Ditto Bilge (No. <u>One</u>)					" Ceiling between Decks	<u>12</u>	<u>3</u>	<u>7</u>	<u>4</u>
					Stringer or Tie Plates outside Hatchways	<u>9 1/2</u>	<u>8</u>	<u>9 1/2</u>	<u>7</u>
					Deck Beam Clamps or Spirketting				
					" Shelf				
					Stringers in Hold	<u>12</u>	<u>3</u>	<u>7</u>	<u>4</u>
					Deck, Lower				
					Deck, Upper, how fastened to Beams	<u>1 1/2</u>	<u>3</u>	<u>7</u>	<u>4</u>
					Bulkheads, N ^o . <u>Two</u> Thickness of <u>3/16</u>				

Transoms, material Iron Plate, if none, in what manner compensated for. how secured to the sides of the ship riveted between double beams
 Knight-heads, and Hawse Timbers British Oak and Iron Plates size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 x 30
 The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to Ditto
 " " " on the frames " " " from middle line to gunwale and alternate beams
 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 (3/4 in.) diameter averaging (3 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 (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Edge of Sheerstrake, double or single rivetted?
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (3 in.) Breadth of laps in single rivetting (3 in.)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?
 Planksheer, how secured to the plating of the sides Explain by sketch Gutter Waterway & Iron Bulwarks
 Waterway " " planksheer and to the Beams if necessary.
 Deck Beams, how secured to the side? Welded knees rivetted to Frames
 Hold or Lower Deck " Ditto " Ditto
 Paddle " "
 No. of breasthooks Three crutches Three how are pointers compensated? Round Stern and all stringers run through
 What description of iron is used for the angle iron and plate iron in the vessel? Glasgow Boiler Plate Builder's Signature Alex Stephen Jones

3386 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 are they in short 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 cases 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.		N ^o . Weight.	
<u>2 Double</u>	Fore Sails,	<u>Tested to 31 Tons</u>	<u>210</u>	<u>15 1/2</u>	<u>Tested to 19 1/2 Tons</u>	<u>3</u> <u>15.3</u>
<u>Suit</u>	Fore Top Sails,	Chain			<u>Bower,</u>	<u>3</u> <u>15.2</u>
<u>of</u>	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>90</u>	<u>8</u>	<u>Rodgers Patent</u>	<u>1</u> <u>5.3</u>
<u>Sails</u>	Main Sails,	Hawser <u>Chain</u>	<u>70</u>	<u>1 1/2</u>	Stream,	<u>1</u> <u>5.3</u>
	Main Top Sails,	Towlines	<u>90</u>	<u>6</u>	Kedge,	<u>2</u> <u>3.1</u>
and		Warp	<u>90</u>	<u>1 1/2</u>		<u>2</u> <u>3.1</u>
		All of <u>Good</u> quality.				

Her Standing and Running Rigging Galv^d Wire & Hemp sufficient in size and Good in quality.

She has one Long Boat, and Life Boat, and Life Buoy

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
 - 2nd. On the plating during the progress of rivetting Built under ordinary survey
 - 3rd. When the beams were in and fastened, and before the decks were laid from 25th June till 1st Aug
 - 4th. When the ship was complete, and before the plating was finally coated
 - 5th. After the ship was launched

In what manner are the surfaces preserved from oxidation? Flat of Bottom coated with Collard's Compound
runder side with Red Lead and Patent

I am of opinion this Vessel should be classed 12 A. 1

The amount of the Fee£ 5 : 0 : 0 is received by me,

New Special£ 5 : 5 : 0

Certificate (if required)£ 0 : 5 : 0

Committee's Minute 13th November 1863

Character assigned A for 12 Years

A. O. Darling

This Swedish Register of Iron appears eligible for classification as recommended above

Nov 12/63
Lloyd's Register Foundation