

IRON SHIPS.

No. 2274 Survey held at Glasgow
on the new s.s. "Napoli"

Date 1st December

Rec'd 11/12/64

Master Small

Tonnage under tonnage deck 560.83 Built at Glasgow

When built 1864

Launched 15th October/64

Ditto of poop 1.20 ^{House on} deck

By whom built R. & Co.

Owners Handyside & Henderson

Ditto of engine room 140.89

Total Register tonnage 486.15 Port belonging to Glasgow

Destined Voyage Mediterranean

Surveyed while Building, Afloat, or in Dry Dock whilst building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
Length aloft	<u>200</u>	Extreme Breadth	<u>25.1</u>		<u>16</u>	<u>.81</u>			<u>Two</u>

(Dimensions of Ship per Register, length 206 breadth 25.1 depth 16.65)

	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.
Keel, if bar iron, depth and thickness	<u>1 x 3 1/4</u>	<u>1 x 3 1/2</u>	Plates in Garboard Strakes, breadth and thickness	<u>12</u>	<u>12</u>	Ditto from Garboard to upper part of Bilges	<u>9</u>	<u>9</u>	Stem, if bar iron, moulding and thickness	<u>1 x 3 1/4</u>	<u>1 x 3 1/2</u>
" if plate iron, breadth and thickness	<u>1 x 3 1/4</u>	<u>1 x 3 1/2</u>	" from upper part of Bilge to a perpendicular height from upper side of Keel of 1/3 the entire depth of Hold	<u>9</u>	<u>9</u>	" from 1/3 the depth of Hold to lower edge of Sheerstrake	<u>9</u>	<u>9</u>	" if plate iron, breadth and thickness	<u>1 x 3 1/4</u>	<u>1 x 3 1/2</u>
Stern-post, if bar iron, moulding and thickness	<u>1 x 5 1/2</u>	<u>1 x 5</u>	" Sheerstrake, breadth and thickness	<u>12</u>	<u>12</u>	Butt Straps to outside plating, breadth and thickness	<u>9</u>	<u>9</u>	" " if plate iron, breadth and thickness	<u>1 x 5 1/2</u>	<u>1 x 5</u>
" " if plate iron, breadth and thickness	<u>1 x 5 1/2</u>	<u>1 x 5</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>29</u>	<u>29</u>	Angle Iron on ditto	<u>4 1/2</u>	<u>4 1/2</u>	Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>9</u>	<u>9</u>	Diagonal Tie Plates on ditto	<u>9</u>	<u>9</u>	Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3 1/2</u>
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3 1/2</u>	Planksheer, materials and scantlings	<u>1 1/2</u>	<u>1 1/2</u>	Waterway ditto	<u>11</u>	<u>11</u>	" " Reversed Iron, if to every frame	<u>3 1/2</u>	<u>3 1/2</u>
" " Reversed Iron, if to every frame	<u>3 1/2</u>	<u>3 1/2</u>	Flat of Upper Deck, thickness and material	<u>3 1/2</u>	<u>3 1/2</u>	" " how fastened to Beams	<u>3 1/2</u>	<u>3 1/2</u>	" " and on every other frame	<u>3 1/2</u>	<u>3 1/2</u>
" " and on every other frame	<u>3 1/2</u>	<u>3 1/2</u>	Ceiling between Decks and in Hold, thickness and material	<u>2</u>	<u>2</u>	Clamps or Spirketting ditto	<u>1</u>	<u>1</u>	Floors, depth and thickness of Floor Plate at mid line	<u>18</u>	<u>18</u>
Floors, depth and thickness of Floor Plate at mid line	<u>18</u>	<u>18</u>	Stringers in Hold	<u>4 1/2</u>	<u>4 1/2</u>	Flat of Lower Deck, thickness and material	<u>3</u>	<u>3</u>	" Ditto ditto at Bilge Keelson	<u>9</u>	<u>9</u>
" Ditto ditto at Bilge Keelson	<u>9</u>	<u>9</u>	Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4 1/2</u>	" " " at heel	<u>2 1/2</u>	<u>2 1/2</u>	" " Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	<u>3</u>	<u>3</u>
" " Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	<u>3</u>	<u>3</u>	(Can the Rudder be unshipped afloat)	<u>Yes</u>	<u>Yes</u>	Bulkheads, No. <u>1</u> Thickness of <u>1/2</u>			" " Beams, Deck (No. <u>1</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>0 1/2</u>	<u>0 1/2</u>
" " Beams, Deck (No. <u>1</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>0 1/2</u>	<u>0 1/2</u>	" Height up Upper Deck	<u>12</u>	<u>12</u>	" " how secured to the sides of the ship	<u>Twisted between two frames</u>		" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>
" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>	" size of vertical angle irons <u>2 x 3 1/2</u> and their distance apart <u>30 ins</u>			The Frames extend in one length from middle line to Gunwale rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>1</u> in.) apart.			" " average space between	<u>3</u>	<u>3</u>
" " average space between	<u>3</u>	<u>3</u>	The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to Bilge			" " " on the frames " " " from middle line to Gunwale			" " Hold, or Lower Deck (No. <u>1</u>) double Angle, Tee, Plate, or Bulb Iron	<u>0 1/2</u>	<u>0 1/2</u>
" " Hold, or Lower Deck (No. <u>1</u>) double Angle, Tee, Plate, or Bulb Iron	<u>0 1/2</u>	<u>0 1/2</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, double or single at upper edge, with rivets (<u>3/4</u> in.) diameter, averaging (<u>4 1/2</u> in.) apart.			" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>
" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>	Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.			Butts from Keel to turn of bilge, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.			" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>
" " double or single Angle Iron, on upper edge	<u>2 1/2</u>	<u>2 1/2</u>	Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> in.) apart.			Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>			" " average space between	<u>3</u>	<u>3</u>
" " average space between	<u>3</u>	<u>3</u>	Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single Rivetted to 3</u> At lower edge <u>Double</u>			Butts from bilge to planksheers, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart. Breadth of laps in double rivetting (<u>1 1/2</u> in.) Breadth of laps in single rivetting (<u>3 1/2</u> in.)			" " Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>1</u>	<u>1</u>
" " Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>1</u>	<u>1</u>	Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>			Planksheer, how secured to the plating of the sides			" " Engine " " " " "	<u>1</u>	<u>1</u>
" " Engine " " " " "	<u>1</u>	<u>1</u>	Planksheer, how secured to the plating of the sides			Waterway " " planksheer and to the Beams			Keelson, single or double plate, box, or intercostal	<u>1 1/2</u>	<u>1 1/2</u>
Keelson, single or double plate, box, or intercostal	<u>1 1/2</u>	<u>1 1/2</u>	Waterway " " planksheer and to the Beams			Deck Beams, how secured to the side? <u>Welded knees rivetted to frames</u>			" " Size of Plates	<u>1 1/2</u>	<u>1 1/2</u>
" " Size of Plates	<u>1 1/2</u>	<u>1 1/2</u>	Deck Beams, how secured to the side? <u>Welded knees rivetted to frames</u>			Hold or Lower Deck ditto			" " Size of Angle Iron	<u>1 1/2</u>	<u>1 1/2</u>
" " Size of Angle Iron	<u>1 1/2</u>	<u>1 1/2</u>	Hold or Lower Deck ditto			Paddle " " "			" " Side, single or double, plate, box, or intercostal	<u>1 1/2</u>	<u>1 1/2</u>
" " Side, single or double, plate, box, or intercostal	<u>1 1/2</u>	<u>1 1/2</u>	Paddle " " "						" " Bilge (No. <u>Two</u>) at each Bilge, single, or double, plate, or box	<u>1 1/2</u>	<u>1 1/2</u>
" " Bilge (No. <u>Two</u>) at each Bilge, single, or double, plate, or box	<u>1 1/2</u>	<u>1 1/2</u>							Transoms, material <u>Iron Plate</u> , if none, in what manner compensated for.		
Transoms, material <u>Iron Plate</u> , if none, in what manner compensated for.									Knight-heads, and Hawse Timbers <u>British Oak & iron frames</u>		
Knight-heads, and Hawse Timbers <u>British Oak & iron frames</u>									The Frames extend in one length from middle line to Gunwale rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>1</u> in.) apart.		
The Frames extend in one length from middle line to Gunwale rivetted through plates with (<u>3/4</u> in.) rivets, about (<u>1</u> in.) apart.									The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to Bilge		
The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to Bilge									" " " on the frames " " " from middle line to Gunwale		
" " " on the frames " " " from middle line to Gunwale									Keelson, how are the various lengths of plates or angle irons connected? <u>By lining pieces</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, double or single at upper edge, with rivets (<u>3/4</u> in.) diameter, averaging (<u>4 1/2</u> in.) apart.		
Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets (<u>3/4</u> in.) diameter, averaging (<u>4 1/2</u> in.) apart.									Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.		
Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.									Butts from Keel to turn of bilge, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.		
Butts from Keel to turn of bilge, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart.									Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>		
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>									Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> in.) apart.		
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> in.) apart.									Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single Rivetted to 3</u> At lower edge <u>Double</u>		
Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single Rivetted to 3</u> At lower edge <u>Double</u>									Butts from bilge to planksheers, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart. Breadth of laps in double rivetting (<u>1 1/2</u> in.) Breadth of laps in single rivetting (<u>3 1/2</u> in.)		
Butts from bilge to planksheers, worked carvel with butt straps (<u>1 1/2</u> in.) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart. Breadth of laps in double rivetting (<u>1 1/2</u> in.) Breadth of laps in single rivetting (<u>3 1/2</u> in.)									Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>									Planksheer, how secured to the plating of the sides		
Planksheer, how secured to the plating of the sides									Waterway " " planksheer and to the Beams		
Waterway " " planksheer and to the Beams									Deck Beams, how secured to the side? <u>Welded knees rivetted to frames</u>		
Deck Beams, how secured to the side? <u>Welded knees rivetted to frames</u>									Hold or Lower Deck ditto		
Hold or Lower Deck ditto									Paddle " " "		
Paddle " " "									No. of breasthooks <u>Four</u> crutches <u>Four</u>		
No. of breasthooks <u>Four</u> crutches <u>Four</u>									What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Glasgow Boiler Plate</u>		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Glasgow Boiler Plate</u>									Manufacturer's name or trade mark <u>Glasgow New Co.</u>		
Manufacturer's name or trade mark <u>Glasgow New Co.</u>									We certify that the above is a correct description of the several particulars therein given.		
We certify that the above is a correct description of the several particulars therein given.									Builder's Signature <u>Charles Cornwell</u> Surveyor's Signature <u>J. B. Farland</u>		
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IRON 438-0054

Lloyd's Register Foundation

3896 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in doubt rivetted edges and butts, and at least three and a quarter 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, butt straps, 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, Bowsprit, Yards, &c., are in of Wood ^{good} condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.		Tested to 31 fms 11/104	Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tested to Tons.
<u>A</u>	Fore Sails,	Chain	240	1 1/2	31	Port & Starboard	3	12.25
<u>And a</u>	Fore Top Sails,	Hempen Stream Cable	90	2		Bowers,	3	12.25
<u>but</u>	Fore Topmast Stay Sails,	Hawser Chain	60	2	13 1/2		1	1.10
<u>f</u>	Main Sails,	Towlines	90	6		Stream,	1	1.10
<u>Sails</u>	Main Top Sails,	Warp	90	5			2	1.10
<u>and</u>		All of <u>Good</u> quality.				Kedges,	2	1.10
Her Standing and Running Rigging		<u>Gal. Wire & Hemp</u> sufficient in size and <u>Good</u> in quality.						
She has		<u>two 24 ft life B-Long Boat</u> and <u>two Pinnaces each of 20 feet</u>						
The present state of the Windlass is		<u>new</u>	Capstan	<u>new</u>	and Rudder	<u>new</u>	Pumps	<u>new and efficient</u>

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. ✓ Surveys held 2nd. On the plating during the progress of rivetting Butt under ordinary survey
Date ✓ while building 3rd. When the beams were in and fastened, and before the decks were laid from 5th July to the
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 2nd December 1864
No. ✓ Section 18. 5th. After the ship was launched
Date ✓
State if she has a Spar Deck No Poop Raised or Forecastle Yes

General Remarks,
Butts of Sheerstrake are double Chain Rivetted, Butt Straps are extended over two Frames, other Butts Double Chain Rivetted. The fore side of Engine Room for a length of 24 feet a Fore and Aft Bulkhead is fitted at middle line to the height of Hold beams of 50 Plate strengthened by Angle Bars 4 x 3 1/2 x 70 to be used for stowage of Coals

In what manner are the surfaces preserved from oxidation? Inside Flat of Bottom with Portland Cement ^{new Red Lead}
Ditto ditto Outside Red Lead and Patent Paint

I am of opinion this Vessel should be Classed A. 1
The amount of the Fee £ 5 : : is received by me,
Dec 19/64 Special £ 5 : :
Certificate (if required) £ 5 : :

Committee's Minute 20 December 1864

Character assigned B

L. Darling
This Iron Screw Steamer
appears eligible for Classification
as recommended
Dec 19/64
Lloyd's Register
Foundation