

# IRON SHIPS.

120 3/8 1/2

No. 2821 Survey held at Whitehaven Date, First Survey 8th April 1871 Last Survey 17 July 1872

On the Brig Riggerd Screw Steamer "Nigretia" Master Corbett

Official Number

Tonnage under Tonnage Deck	1748.85	ONE, OR TWO DECKED VESSELS.	Half moulded breadth	17.7	THREE DECKED VESSELS.	Half Moulded Breadth	17.7	Built at	Whitehaven
Ditto of Spar Deck, or Awaiting Deck			Depth from upper part of Keel to top of Deck Beams (or as per Rule, Section 11)	18.4		Total Depth if three or more Decks	25.4	When built	1871-72
Ditto of Poop, or Raised Qr. Dk.			Girth of Half Midship Frame (as per Rule)	31.5		Total Girth of Half Midship Frame	38.5	Launched	4 May 1872
Ditto of Houses on Deck	60.66		Number of Frames	66.9		Length	298	By whom built	Whitehaven Shipbuilding Co Limited
Ditto of Forecastle			Length	298		Number of Floors	80.9	Owners	The African Steam Ship Company
Gross Tonnage	1809.51		Number of Frames	66.9		Length	298	Port belonging to	London
Crew Space, as per Rule	62.94		Length	298		Length	298	Destined Voyage	Africa (W.C.)
Register Tonnage, as per Rule	579.04		Number of Frames	66.9		Length	298	If Surveyed while Building, Afloat, or in Dry Dock	While Building S.S. N. 190
Register Tonnage, as a Steamer, cut on the Beam	1167.53		Number of Frames	66.9		Length	298		

The thickness of the plating is reduced at the ends in conformity with the Rules.

Length on deck as per Rule	290	Moulded Breadth	34	2	Depths from top of Floors to Upper and Main Deck Beams, as per Rule	23	16	4 1/2	Power of Engines	200	No. of Decks	Two	No. of Tiers of Beams	Three
----------------------------	-----	-----------------	----	---	---	----	----	-------	------------------	-----	--------------	-----	-----------------------	-------

Dimensions of Ship per Register, length, breadth, depth.	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.
Keel, $\frac{1}{2}$ bar iron, depth and thickness	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2
Do. if centre through plate, depth and thickness	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2
Stern-posts do. do. do.	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2	10 x 2 1/2	9 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 inches	24 inches								
Frames, size of Angle Iron, for $\frac{1}{2}$ length amidships	4	3	4	3	4	3	4	3	4	3
Do. for $\frac{1}{4}$ at each end	4	3	4	3	4	3	4	3	4	3
Reversed Frames, size of Angle Iron	3	3	3	3	3	3	3	3	3	3
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	24	10	24	10	24	10	24	10	24	10
Do. at the ends			9 1/2		9 1/2		9 1/2		9 1/2	
Do. do. do. at Bilge Keelson	14									
Do. height extended at the Bilges	48		48		48		48		48	
Beams, Three Decked, Spar, or Awaiting Decked (No. 62) single or double Angle Iron, Plate or Tee Bulb Iron	6 1/2	4	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6
Single or double Angle Iron on Upper edge	2 1/2	2 1/2	5	2 1/2	3 1/2	5	2 1/2	3 1/2	5	2 1/2
Average space	4 feet									
Beams, Upper or Middle Deck (No. 58) single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	9	8 1/2	8	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper Edge	3	3 1/2	6	3	3	6	3	3	6	3
Average space	4 feet									
Beams, Lower Deck or Orlop (No. 18) single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	9	8 1/2	8	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper Edge	3	3 1/2	6	3	3	6	3	3	6	3
Average space	1.6 feet									
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	14	13	14	13	14	13	14	13	14	13
Do. Bulb Plate to Intercostal Keelson	9	9	9	9	9	9	9	9	9	9
Do. Size of Angle Irons	6	4	6	4	6	4	6	4	6	4
Do. Side Intercostal Keelson, size of Plates	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Do. Angle Irons on tops of Floors	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Do. Bilge Keelson, Bulb Iron for $\frac{1}{4}$ length	8 1/2	4	8 1/2	4	8 1/2	4	8 1/2	4	8 1/2	4
Do. or upper bilge Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Do. Side Stringers (No. 1 on each side) size of Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Do. against outside plating	3	3	3	3	3	3	3	3	3	3
Intercostal plate for $\frac{1}{2}$ length	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9	9 1/2	9
Transoms, material <u>Iron plate</u> or, if none, in what manner compensated for.										

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Pall Bitt Iron

The Frames extend in one length from Keel to Gunwale Riveted through plates with ( $\frac{1}{8}$  in.) Rivets, about  $\frac{1}{2}$  in. apart.

The Reverse Angle Irons on the floors extend across the middle line to above the Main deck stringer angle iron

On all the Frames, and to the upper stringer on every alternate frame.

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yes

Plates, Garboard, double or Riveted to Keel, double at upper edge, with Rivets ( $\frac{1}{8}$  in.) diameter, averaging (4 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter, averaging (4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to three strakes ( $\frac{13}{16}$  thick, treble, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter averaging (4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? on alternate strakes

Do. Edges from bilge to sheerstrake, worked carvel with a living piece ( ) thick, or clencher, double or single riveted; with rivets ( $\frac{1}{8}$  in.) diameter, averaging (4 ins.) from centre to centre.

Do. Edges of Sheerstrake, double or single Riveted. At upper edge of Main double & At lower edge of Main upper double

Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( $\frac{5}{16}$  thick, double or single Riveted; with Rivets ( $\frac{1}{8}$  in.) diameter, averaging (4 ins.) from centre to centre. Breadth of laps in double Riveting ( $\frac{5}{4}$ ) Breadth of laps in single Riveting ( )

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as prescribed in the Rules

Planksheer, how secured to the plating of the sides, Explain by Sketch,

Waterway " " planksheer and to the Beams, if necessary. Iron Gutter Waterway Cemented

Beams of the various Decks, how secured to the sides? Welded and riveted to frames No. of Breasthooks, Stringer & Keelson Cemented

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? The beams, frames and the angle iron for the keelsons and stringers from the Bolton Malleable Iron Co. and the plating from the Garston Iron Company.

Manufacturer's name or trade mark, as above

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, Whitehaven Shipbuilding Co Limited Surveyor's Signature, J. W. Miles

**Workmanship.** Are the butts of plating planed or otherwise fitted? They are 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  
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid pieces  
 Do the holes for riveting 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 plate and punched from the faying surfaces? yes  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in the butts

Her Masts, Bowsprit, Yards, &c., are in 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit The Foremast, Main Mast and Lower Yards are constructed of Iron, - Sketch and dimensions herewith.  
 10415 Ln

Full chart

Number for equipment <u>24108</u>		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
<b>SAILS.</b>	<b>CABLES, &amp;c.</b>											
Fore Sails,	Chain .....	300	1 3/4	55.2.0.0	1 3/4	55.2.0.0	Bowers ....	3	30.0.20.28.15.1.4	30.0.0.28.13.0.0		
Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).		30.1.11.28.18.0.0			
Fore Topmast Stay Sails	Hempen Stream Cable	90	11				Stream ....	1	25.2.10.25.5.3.0		12.0.0	
Main Sails,	Hawser <u>chain</u>	90	1 1/8				Kedges ....	2	12.0.14		6.0.0	6.0.0
Main Top Sails,	Towlines ...	90	9					2	6.0.2		3.0.0	3.0.0
	Warp .....	90	1 1/2									
	All of <u>good</u> quality.	90	4 1/2									

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has 2 Life Boats and 4 others  
 The present state of the Windlass is good Capstan Wheels and Rudder good Pumps good

Engine Room Skylights.—How constructed? of Wood fitted to a wooden deck of 1 1/2" height of Bridge, & secured in ordinary weather with quadrants of iron fastenings

What arrangements are there for deadlights in such for bad weather? Iron framed deadlights in side Scudging

Coal Bunker Openings.—How constructed? of Cast Iron flush How are lids secured? by bolts & rings to lock by turning the plates How high above deck? flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? has no bulwarks and is free from obstruction excepting deck houses & midships

Cargo Hatchways.—How formed? Plate Iron Covering Wood hatch State size in hatchway 11.10 x 10, aftward 11.10 x 10.0

If of extraordinary size, state how framed and secured? with Carlings and half beams where required

What arrangement for shifting beams? \_\_\_\_\_

Hatches, themselves, whether strong and efficient? They are Main Hatchways.—State size 15.10 x 10.0

Order for Special Survey No. 190 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under  
 Date 8th April 1872 Surveys held 2nd. On the plating during the progress of riveting Special Survey between the  
 Order for Ordinary Survey No. \_\_\_\_\_ while building 3rd. When the beams were in and fastened, and before the decks were laid 18th April 1871  
 Date \_\_\_\_\_ as per 4th. When the ship was complete, and before the plating was finally coated or cemented and the  
 No. 2 in builder's yard, Section 18. 5th. After the ship was launched and equipped present date.

**General Remarks.**  
 The Testing Certificates for the Anchors and Chain Cables have been produced from the Staffordshire Public Chain and Anchor Setting Company signed by M K Reade.

This vessel was first named the "Beutnick" which had since been altered to "Vigretia".

The recommendations of the principal Surveyors dated 29th March 1871 have been fully complied with, and the scantlings have accordingly been compared with them and the Rules in force at the time.

I return herewith the tracing of Midship section approved by the Committee, and attach also the Engineers Certificate.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to be kept Paint outside Oxide of Iron & other Paint

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

The amount of the Entry Fee .....£ 5: : is received by me,  
 Travelling Expenses Special .....£ 68: 14: from The Whitehaven Shipbuilding Company,  
 (if any) £ 4, 10. 0 Certificate .... : :  
A. J. W.

Committee's Minute 6th August 1872

Character assigned 100 A 1

M. J. W.

J. W. Reade