

IRON SHIP.

No. 3608 Survey held at Paisley Date, First Survey 4th July 72 Last Survey 24th Dec^r 1872
 On the S. S. "Namagua" Yard Number 16 Master C. Gibson

TONNAGE under Tonnage Deck 108.83
 Ditto of Third Spar, or Awning Deck ✓
 Ditto of Poop, or Raised Qr. Dk. 20.68
 Ditto of Houses on Deck 48.33
 Ditto of Forecastle 4.50
 Gross Tonnage 182.34
 Less Crew Space 8.36
 Net Engine Room 58.35
 Register Tonnage as on Beam 115.63

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded) 9.25
DEPTH from upper part of Keel to top of Upper Deck Beams 9.66
GIRTH of Half Midship Frame (as per Rule) 16.25
1st NUMBER 35.16
1st NUMBER, if a THREE DECKED VESSEL ✓
 deduct 7 feet ✓
LENGTH 100.0
2nd NUMBER 3.576
PROPORTIONS—Breadths to Length under 6
 Depths to Length—Upper Deck to Keel under 11
 Main Deck ditto ✓

Built at Paisley
 When built 1872 Launched Nov^r 1872
 By whom built Fullerton & Co^r
 Owners Jamieson & Co^r
 Port belonging to Glasgow
 Destined Voyage Glyde to Cape of Good Hope
 If Surveyed while Building ✓ Afloat, or in Dry Dock.

LENGTH on deck as per Rule 100 **BREADTH** Moulded 18 **DEPTH** top of Floors to Upper Deck Beams 8 **Power of Engines** 20 **No. of Decks with flat laid** One
 per Rule 0 **Do. do. Main Deck Beams** 9 **No. of Tiers of Beams** One

Dimensions of Ship per Register, length, 101.2 breadth, 18.65 depth, 8.55

| | Inches in Ship. | Inches per Rule. |
|--|------------------------------------|------------------------------------|
| KEEL , depth and thickness | $6\frac{3}{4} \times 1\frac{1}{2}$ | $6\frac{3}{4} \times 1\frac{1}{4}$ |
| STEM , moulding and thickness | $6 \times 1\frac{1}{2}$ | $6 \times 1\frac{1}{4}$ |
| STERN-POST for Rudder do. do. | $6 \times 2\frac{1}{2}$ | $6 \times 2\frac{1}{2}$ |
| for Propeller | 21 | 21 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 21 | (Class <u>90A</u>) |
| FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships | $2\frac{1}{2}$ | $2\frac{1}{2}$ |
| Do. for $\frac{1}{2}$ at each end | $2\frac{1}{2}$ | $2\frac{1}{2}$ |
| REVERSED FRAMES , Angle Iron | $2\frac{1}{2}$ | $2\frac{1}{2}$ |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships | $10\frac{1}{2}$ | $10\frac{1}{2}$ |
| thickness at the ends of vessel | $4\frac{1}{16}$ | $4\frac{1}{16}$ |
| depth at $\frac{3}{4}$ the half-bdth. as per Rule | $5\frac{1}{8}$ | $5\frac{1}{8}$ |
| height extended at the Bilges | $5\frac{1}{8}$ | $5\frac{1}{8}$ |
| BEAMS , Upper, Spar, or Awning Deck | 5 | 5 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 |
| Single or double Angle Iron on Upper edge | $7\frac{1}{16}$ | $7\frac{1}{16}$ |
| Average space | 42 | 42 |
| BEAMS , Main or Middle Deck | 5 | 5 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 |
| Single or double Angle Iron on Upper Edge | $7\frac{1}{16}$ | $7\frac{1}{16}$ |
| Average space | 42 | 42 |
| BEAMS , Lower Deck, Hold or Orlop | 5 | 5 |
| Single or double Ang. Iron, Plate or Tee Bulb Iron | 3 | 3 |
| Single or double Angle Iron on Upper Edge | $7\frac{1}{16}$ | $7\frac{1}{16}$ |
| Average space | 42 | 42 |
| KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates | $9\frac{1}{2}$ | $8\frac{1}{16}$ |
| " Rider Plate | $6\frac{1}{2}$ | $6\frac{1}{16}$ |
| " Bulb Plate to Intercoastal Keelson | 4 | 4 |
| " Angle Irons | 3 | 3 |
| " Double Angle Iron Side Keelson | 3 | 3 |
| " Side Intercoastal Plate | 3 | 3 |
| " do. Angle Irons | 3 | 3 |
| " Attached to outside plating with angle iron | 3 | 3 |
| BILGE Angle Irons | 3 | 3 |
| " do. Bulb Iron | 3 | 3 |
| " do. Intercoastal plates riveted to plating for length | 3 | 3 |
| BILGE STRINGER Angle Irons | 3 | 3 |
| Intercoastal plates riveted to plating for length | 3 | 3 |
| SIDE STRINGER Angle Irons | 3 | 3 |

Flat Keel Plates, breadth and thickness 30 $6\frac{1}{16}$ 30 $6\frac{1}{16}$
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 5\frac{1}{16}
 fm up. part of Bilge to lr. edge of Sh'rstrake 5\frac{1}{16}
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 32 $7\frac{1}{16}$ 30 $7\frac{1}{16}$
 Up. or Spar Dk Sh'rstrake, brdth & thickness 8 from $8\frac{1}{16}$ to $5\frac{1}{16}$
Butt Straps to outside plating, breadth & thickness 10\frac{1}{2} feet 10\frac{1}{2} feet
Lengths of Plating 5\frac{1}{4} 5\frac{1}{4}
Shifts of Plating, and Stringers 20 $6\frac{1}{16}$ 20 $6\frac{1}{16}$
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 3.3 $6\frac{1}{16}$ 3.3 $6\frac{1}{16}$
Angle Iron on ditto 6 $8\frac{1}{16}$ 6 $6\frac{1}{16}$
Tie Plates fore and aft, outside Hatchways 12 $3\frac{1}{2}$ pitch pine
Diagonal Tie Plates on Beams No. of Pairs, 3 3
Planksheer material and scantling 3" Pine
Waterways do. do. nut & screw bolts
Flat of Upper Deck do. do. 3" Pine
How fastened to Beams nut & screw bolts
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 3
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 3
Tie Plates, outside Hatchways 3
Diagonal Tie Plates on Beams, No. of pairs 3
Waterways materials and scantlings 3" Pine
Flat of Middle Deck do. do. 3" Pine
How fastened to Beams nut & screw bolts
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 3
Stringer or Tie Plates, outside Hatchways 3
Flat of Lower Deck 3" Pine
Ceiling betwixt Decks, thickness and material 2\frac{1}{2} 2\frac{1}{2}
 in hold do. do. 2\frac{1}{2} 2\frac{1}{2}
Main piece of Rudder, diameter at head 3\frac{1}{2}
 do. at heel 3\frac{1}{2}
Can the Rudder be unshipped afloat? No
Bulkheads No. 3 Thickness of 4\frac{1}{16}
Height up to Deck
How secured to sides of ship between double frames
Size of Vertical Angle Irons 2\frac{1}{4} 2\frac{1}{4} 4\frac{1}{2} and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Greenheart Pall Bitt Greenheart

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 5\frac{1}{8} in. Rivets, about 5 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper part of Bilges alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 5\frac{1}{8} in. diameter, averaging 2\frac{3}{4} ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5\frac{1}{8} in. diameter, averaging 2\frac{3}{4} ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5\frac{1}{8} in. diameter averaging 2\frac{3}{4} ins. from centre to centre.
Butts of 1 Strakes at Bilge for 1\frac{1}{2} length, double riveted with Butt Straps 1\frac{1}{16} thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5\frac{1}{8} in. diameter, averaging 2\frac{3}{4} ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5\frac{1}{8} in. diameter, averaging 2\frac{3}{4} ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. at upper edge **Upper Sheerstrake**, double or single riveted.
Butts of Main Sheerstrake, double riveted for all length amidships. **Butts of Upper or Spar Sheerstrake**, double riveted length amidships.
Butts of Main Stringer Plate, double riveted for all length amidships. **Butts of Upper or Spar Stringer Plate**, double riveted for length amidships.
 Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3\frac{1}{2} times

Butt Straps of Keelsons, Stringer and Tie Plates, double or single Riveted? Yes
 Waterway, how secured to Beams nut & screws & rivets (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Iron plates riveted to frame No. of Breasthooks, 3 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Nail
 Manufacturer's name or trade mark, Glasgow Co^r

The above is a correct description.

Builder's Signature, Wm Fullerton & Co Surveyor's Signature, J. Mowbray

Workmanship.

Are the butts of plating planed or otherwise fitted? Planed

10913 Iron

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

Are the fillings between the ribs and plates solid single pieces? Yes

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? a few

Masts, Bowsprit, Yards, &c., are Good in condition, and sufficient in size and length. If of Iron or Steel give 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 Schooner Ruffed. Masts of pitch pine

Tested at Lepton 29th July 1872
by Sam^l Trejenna.

Tested at Lepton 26th July 1872
by Sam^l Trejenna.

| NUMBER for EQUIPMENT <u>3867</u> | | Fathoms. | Inches. | Test per Certificate. | In. req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | N ^o . | Weight. Ex. Stock. | Test per Certificate. | Wght req'd per Rule. Cwt. | Test req'd per Rule. |
|----------------------------------|-------------------------|---|---------|-----------------------|---------------------|----------------------|--------------|------------------|--------------------|-----------------------|---------------------------|----------------------|
| N ^o . | SAILS. | CABLES, &c. | | | | | | | | | | |
| | Fore Sails, | Chain | 120 | 3/4 | 10.2.0.0 | 12/16 | Bowers | 5463 | 4.1.8 | 6-15.0 | 4 1/2 | 6 12/20 |
| | Fore Top Sails, | (Machine where Tested, date, and name of Superintendent.) | | | | | | 7396 | 4.1.9 | | | |
| | Fore Topmast Stay Sails | Hempen Stream Cable | 90 | 6 | | 9/16 or 6 | Stream | 1 | 1 1/2 | ✓ | 1 1/2 | ✓ |
| | Main Sails, | Hawser | 90 | 4 | | 4 | Kedges | 1 | 3/4 | ✓ | 3/4 | ✓ |
| | Main Top Sails, | Towlines | | | | | | | | | | |
| | and | Warp | | | | | | | | | | |
| | | quality <u>good</u> | | | | | | | | | | |

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has 2 Long Boats and ✓

The Windlass is Good Capstan Good and Rudder Good Pumps Good & Efficient

Engine Room Skylights. How constructed? Iron Bulkhead. Leak skylight over How secured in ordinary weather? by Bars

What arrangements for deadlights in bad weather? Leak Shutters and Bull's eyes

Coal Bunker Openings. How constructed? Iron How are lids secured? By Buttons Height above deck? flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports cut in Bulwarks & Scuppers

Cargo Hatchways. How formed? Iron

State size Main Hatch 13 1/2 x 7 1/2 feet Forehatch ✓ Quarterhatch ✓

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? one shifting beam

Hatches, If strong and efficient? Yes

| | | | | |
|----------------------------------|----------------|------|--|--|
| Order for Special Survey No. ✓ | DATES of | 1st. | On the several parts of the frame, when in place, and before the plating was wrought | Under Common Survey from 4 th July 1872 to 24 th Dec ^r 1872 |
| Date ✓ | Surveys held | 2nd. | On the plating during the progress of riveting | |
| Order for Ordinary Survey No. ✓ | while building | 3rd. | When the beams were in and fastened, and before the decks were laid | |
| Date ✓ | as per | 4th. | When the ship was complete, and before the plating was finally coated or cemented | |
| No. <u>16</u> in builder's yard. | Section 18. | 5th. | After the ship was launched and equipped | |

General Remarks,

Has raised 2^d Deck. Monkey Forecastle, and Deck House, and built in general conformity with the Rules 1871 & 2 with a view to Class 90A.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecassle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

I am of opinion this Vessel should be Classed 90A.1

The amount of the Entry Fee ... £ 2 : : : is received by me,

Dec^r 1872 Special ... £ 3 : 10 :
Certificate ... : 2 : 6

(Travelling Expenses)
(if any) £ 4/4-

Committee's Minute 31st Dec^r 1872

Character assigned 90A.1

This vessel appears to be in good condition and is recommended for Class 90A.1
Lloyd's Register
Foundation