

# IRON SHIP.

Per 27/12/72

No. 3608 Survey held at Paisley Date, First Survey 4<sup>th</sup> July 72 Last Survey 24<sup>th</sup> Dec 72

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

Less Engine Room 58.35

Less Tonnage as per 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

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 5 1872

By whom built Fullerton & Co

Owners Jamieson & Co

Port belonging to Glasgow

Destined Voyage Clyde to Cape of Good Hope

If Surveyed while Building, Afloat, or in Dry Dock.

Official Number 88014

LENGTH on deck as per Rule 100 0 BREADTH—Moulded 18 6 DEPTH top of Floors to Upper Deck Beams 9 9 Power of Engines 20 No. of Decks with flat laid One 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 3/4 x 1 1/2	6 3/4 x 1 1/4	6	6	6	6	6	6
STEM, moulding and thickness	6 x 1 1/2	6 x 1 1/4	6	6	6	6	6	6
STERN-POST for Rudder do. do. for Propeller	6 x 2 1/2	6 x 2 1/2	6	6	6	6	6	6
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	5 3	5 3	5 3	5 3	5 3	5 3	5 3	5 3
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space	5 3	5 3	5 3	5 3	5 3	5 3	5 3	5 3
BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	5 3	5 3	5 3	5 3	5 3	5 3	5 3	5 3
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	3	3	3	3	3	3	3	3
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	3	3	3	3	3	3	3	3
SIDE STRINGER Angle Irons	3	3	3	3	3	3	3	3

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
Waterway, how secured to Beams Nut & screws & bolts (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Pins 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

The above is a correct description.  
Builder's Signature, J. M. Fullerton Surveyor's Signature, J. M. 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 Good 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 Ripped. Masts of pitch pine

Tested at Lepton 29<sup>th</sup> July 1872 by Sam<sup>l</sup> Trejenna Tested at Lepton 26<sup>th</sup> July 1872 by Sam<sup>l</sup> 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 <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule. Cwt.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.											
	CABLES, &c.	<u>120</u>	<u>3/4</u>	<u>10.2.0.0</u>	<u>12/16</u>	<u>10<sup>2</sup>/<sub>20</sub></u>	Bowers	<u>5463</u>	<u>4.1.8</u>	<u>6-15.0</u>	<u>4 1/2</u>	<u>6<sup>12</sup>/<sub>20</sub></u>
	Chain						(Machine where Tested, date, and name of Superintendent.)	<u>7596</u>	<u>4.1.9</u>			
<u>one</u>	Fore Sails,						Stream	<u>1</u>	<u>1 1/2</u>	<u>✓</u>	<u>1 1/2</u>	<u>✓</u>
<u>full</u>	Fore Top Sails,				<u>9/16</u>	<u>6</u>	Kedges	<u>1</u>	<u>3/4</u>	<u>✓</u>	<u>3/4</u>	<u>✓</u>
<u>Suit</u>	Fore Topmast Stay Sails	<u>90</u>	<u>6</u>									
	Main Sails,	<u>90</u>	<u>4</u>		<u>4</u>							
and	Main Top Sails,	<u>90</u>	<u>4</u>									
	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 & Scupperns

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  
 Date ✓ Surveys held 2nd. On the plating during the progress of riveting Survey  
 Order for Ordinary Survey No. ✓ while building 3rd. When the beams were in and fastened, and before the decks were laid from  
 Date ✓ as per 4th. When the ship was complete, and before the plating was finally coated or cemented 4<sup>th</sup> July 1872  
 No. 16 in builder's yard. Section 18. 5th. After the ship was launched and equipped to 24<sup>th</sup> Dec-1872

**General Remarks,**  
Has raised 2<sup>d</sup> Deck. Monkey Forecastle, and Deck House, and built in general conformity with the Rules 1871 & 2 with a view to Class 90A.

*[Large blue ink signature]*

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle 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-1872 Special ... £ 3 : 10 :  
 Certificate ... : 2 : 6

(Travelling Expenses)  
 (if any) £ 4/4

Committee's Minute 31<sup>st</sup> Dec 1872

Character assigned 90A.1

This vessel appears to be eligible for the class recommended by Lloyd's Register Foundation

*[Handwritten initials]*