

## IRON SHIP.

13990

460  
Survey held at Port Glasgow Date, First Survey 4<sup>th</sup> September 1844 Last Survey 22<sup>nd</sup> February 1845  
Marque "Windsor Castle" Master Henry Rowlands  
AGE under Tonnage Deck 1593.64 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.  
of Third, Spar, 21.93 SPAR, OR AWNING DECKED VESSEL.  
Avining Deck, 13.43 HALF BREADTH (moulded)... 14.5  
of Poop, or 629.03 DEPTH from upper part of Keel to top of Upper Deck Beams 20.3  
Raised Or. Dk. 15.86 GIRTH of Half Midship Frame (as per Rule) 30.  
Ditto of Houses on Deck 613.14 1st NUMBER 64.8  
Ditto of Forecastle 629.03 1st NUMBER, if a THREE-DECKED VESSEL  
Gross Tonnage 15.86 [deduct 7 feet] 168.81  
Less Gun Space 613.14 2nd NUMBER 10938.  
Less Engine Room 629.03 PROPORTIONS—Breadths to Length 5.82  
Register Tonnage 15.86 Depths to Length—Upper Deck to Keel 8.31  
as cut on Beam 613.14 Main Deck ditto 8.31  
Built at Port Glasgow  
When built 1844: 45 Launched 19<sup>th</sup> January 1845  
By whom built Henry Murray & Co  
Owners Jacob Bros.  
Port belonging to London  
Destined Voyage Buenos Ayres  
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 168.81 BREADTH—Moulded... 29.0 DEPTH top of Floors to Upper Deck Beams... 18.42 Power of Engines... 2 Horse. 2 N<sup>o</sup>. of Decks with flat laid One N<sup>o</sup>. of Tiers of Beams Two  
Dimensions of Ship per Register, length, 144.4 breadth, 29.15 depth, 18.46

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>4 1/2 x 2 1/4</u>	<u>4 1/2 x 2 1/4</u>	FLAT KEEL PLATES, breadth and thickness	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>	
STEM, moulding and thickness	<u>4 x 2 1/4</u>	<u>4 x 2 1/4</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>	
STERN-POST for Rudder do. do.	<u>4 x 2 1/4</u>	<u>4 x 2 1/4</u>	fm up. part of Bilge to l. edge of Sh'rstrake	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>	
for Propeller	<u>22</u>	<u>22</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	<u>22</u>	Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>30</u>	<u>10</u>	<u>30</u>	<u>10</u>	
FRAMES, Angle Iron, for 1/2 length amidships	<u>4 3/4 x 3 1/2</u>	<u>4 3/4 x 3 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	
Do. for 1/4 at each end	<u>4 3/4 x 3 1/2</u>	<u>4 3/4 x 3 1/2</u>	Lengths of Plating	<u>6 1/2 x 16</u>	<u>6 1/2 x 16</u>	<u>6 1/2 x 16</u>	<u>6 1/2 x 16</u>	
REVERSED FRAMES, Angle Iron	<u>3 3/4 x 3 1/2</u>	<u>3 3/4 x 3 1/2</u>	Shifts of Plating, and Stringers	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>19</u>	<u>19</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
thickness at the ends of vessel	<u>10</u>	<u>10</u>	Angle Iron on ditto	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
depth at 1/2 the half-bdth. as per Rule	<u>42</u>	<u>42</u>	Tie Plates fore and aft, outside Hatchways	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
height extended at the Bilges	<u>42</u>	<u>42</u>	Diagonal Tie Plates on Beams No. of Pairs	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
BEAMS, Upper, Spar, or Awning Deck	<u>6 1/2</u>	<u>6 1/2</u>	Planksheer material and scantling	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>6 1/2</u>	Waterways do. do.	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Single or double Angle Iron on Upper edge	<u>2 1/2</u>	<u>2 1/2</u>	Flat of Upper Deck do. do.	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Average space	<u>44</u>	<u>44</u>	How fastened to Beams	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
BEAMS, Main, or Middle Deck	<u>6 1/2</u>	<u>6 1/2</u>	Stringer Plate on ends of Main Middle Deck Beams, breadth and thickness	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>6 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	
Single or double Angle Iron on Upper Edge	<u>2 1/2</u>	<u>2 1/2</u>	Angle Irons on ditto, No. <u>One</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	<u>12 x 3 1/2</u>	
Average space	<u>44</u>	<u>44</u>	Tie Plates, outside Hatchways	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	
BEAMS, Lower Deck, Hold, or Orlop	<u>4 1/2</u>	<u>4 1/2</u>	Diagonal Tie Plates on Beams, No. of pairs	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4 1/2</u>	<u>4 1/2</u>	Waterways materials and scantlings	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Single or double Angle Iron on Upper Edge	<u>2 1/2</u>	<u>2 1/2</u>	Flat of Middle Deck do. do.	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Average space	<u>44</u>	<u>44</u>	How fastened to Beams	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>10 1/4</u>	<u>10 1/4</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams from inside of frame	<u>18</u>	<u>4</u>	<u>18</u>	<u>4</u>	
Rider Plate	<u>6 1/2</u>	<u>6 1/2</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	
Bulb Plate to Intercoastal Keelson	<u>4 1/2</u>	<u>4 1/2</u>	Angle Irons on ditto, No. <u>2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>	
Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Stringer or Tie Plates, outside Hatchways	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	
Double Angle Iron Side Keelson	<u>4 1/2</u>	<u>4 1/2</u>	Flat of Lower Deck	<u>3 1/4</u>	<u>8</u>	<u>3 1/4</u>	<u>8</u>	
Side Intercoastal Plate	<u>4 1/2</u>	<u>4 1/2</u>	Ceiling betwixt Decks, thickness and material in hold	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	
do. Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	
Attached to outside plating with angle iron	<u>4 1/2</u>	<u>4 1/2</u>	do. at heel	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	
BILGE Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	
do. Bulb Iron	<u>4 1/2</u>	<u>4 1/2</u>	Bulkheads No. <u>1</u> Thickness of <u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	
do. Intercoastal plates riveted to plating for length	<u>4 1/2</u>	<u>4 1/2</u>	Height up <u>to Main Deck</u>	<u>to Main Deck</u>	<u>to Main Deck</u>	<u>to Main Deck</u>	<u>to Main Deck</u>	
BILGE STRINGER Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	How secured to sides of ship <u>Double frames &amp; broad liners</u>	<u>Double frames &amp; broad liners</u>	<u>Double frames &amp; broad liners</u>	<u>Double frames &amp; broad liners</u>	<u>Double frames &amp; broad liners</u>	
Intercoastal plates riveted to plating for length	<u>4 1/2</u>	<u>4 1/2</u>	Size of Vertical Angle Irons <u>3 x 3 x 1/2</u> and distance apart <u>30</u> ins.	<u>3 x 3 x 1/2</u>	<u>3 x 3 x 1/2</u>	<u>3 x 3 x 1/2</u>	<u>3 x 3 x 1/2</u>	
SIDE STRINGER Angle Irons	<u>4 1/2</u>	<u>4 1/2</u>	Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	

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 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold Beams and to Main Deck 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 1 in. diameter, averaging 5 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.  
Butts of two Strakes at Bilge for half length, treble 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 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.  
Edges of Main Sheerstrake, double & single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.  
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 3 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
Waterway, how secured to Beams Shore Cutter (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 5 Crutches, 4  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Angle Iron Clifton Plates Parkhead Glasgow

The above is a correct description  
Builder's Signature, Henry Murray & Co Surveyor's Signature, Edmund Branchman  
Surveyor to Lloyd's Register of British and Foreign Shipping.

