

IRON SHIP.

No. 6480 Survey held at Greenock Date, First Survey 28th July 1844 Last Survey 5th May 1845
 On the Screw Steamer "Narang" Master Wattob

TONNAGE under Tonnage Deck 234.94 ONE OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. 40.40 HALF BREADTH (moulded) 11.5
 Ditto of Poop, or Raised Quarter Deck. 10.13 DEPTH from upper part of Keel to top of Upper Deck Beams 12.21
 Ditto of Houses on Deck. 10.13 GIRTH Half Midship Frame (as per Rule) 20.33
 Ditto of Forecastle 40.28 1st NUMBER 44.04
 Gross Tonnage 326.85 2nd NUMBER, if a THREE-DECKED VESSEL
 Less Crew Quarters 326.04 LENGTH 150.
 Less Engine Room 104.34 2nd NUMBER 6606.
 Register Tonnage as cut on Beam 221.43 PROPORTIONS—Breadths to Length 6.5
 Depths to Length—Upper Deck to Keel 12.28
 Main Deck ditto 12.28

Built at Greenock
 When built 1844:45 Launched 8th April 1845
 By whom built Caird & Co.
 Owners Netherlands India Steam Navigation Co.
 Port belonging to Batavia
 Destined Voyage Batavia
 Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule 150.0 BREADTH Moulded 23.0 DEPTH top of Floors to Upper Deck 11.14 Power of Engines 85 Horse, 85 No. of Decks with flat laid Two
 Dimensions of Ship per Register, length, 161. breadth, 23. depth, 10.85

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	4 x 1 1/2	4 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	4 x 3	4 x 3	21	(Class 100A)
STEM, moulding and thickness	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	4 x 3	4 x 3	21	(Class 100A)
STERN-POST for Rudder do. do.	4 x 3	4 x 3	6 1/2 x 3 1/2	6 1/2 x 3 1/2	4 x 3	4 x 3	21	(Class 100A)
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	4 x 3	4 x 3	21	(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	3	3	6	6	3	3	6	6
Do. for 1/2 at each end	3	3	6	6	3	3	6	6
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	4	2 1/2	2 1/2	4	4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2	12 1/2	6	6	12 1/2	12 1/2	6	6
thickness at the ends of vessel	6 1/2	6 1/2	5	5	6 1/2	6 1/2	5	5
depth at 1/2 the half-bdth. as per Rule	6 1/2	6 1/2	5	5	6 1/2	6 1/2	5	5
height extended at the Bilges	30	30	25	25	30	30	25	25
BEAMS, Upper Spar, or Awning Deck	3	3	6	6	3	3	6	6
Single or double Ang. Iron, Plate or Tee Bulb Iron	3	3	6	6	3	3	6	6
Single or double Angle Iron on Upper edge	42	42	42	42	42	42	42	42
Average space	42	42	42	42	42	42	42	42
BEAMS, Main, or Middle Deck	6	6	5 1/2	5 1/2	6	6	5 1/2	5 1/2
Single or double Ang. Iron, Plate or Tee Bulb Iron	6	6	5 1/2	5 1/2	6	6	5 1/2	5 1/2
Single, or double Angle Iron, on Upper Edge	42	42	42	42	42	42	42	42
Average space	42	42	42	42	42	42	42	42
BEAMS, Lower Deck, Hold, or Orlop	3	3	6	6	3	3	6	6
Single or double Ang. Iron, Plate or Tee Bulb Iron	3	3	6	6	3	3	6	6
Single or double Angle Iron on Upper Edge	42	42	42	42	42	42	42	42
Average space	42	42	42	42	42	42	42	42
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16	16	5	5	16	16	5	5
Rider Plate	6	6	6	6	6	6	6	6
Bulb Plate to Intercostal Keelson	3	3	6	6	3	3	6	6
Angle Irons	3	3	6	6	3	3	6	6
Double Angle Iron Side Keelson	3	3	6	6	3	3	6	6
Side Intercostal Plate	3	3	6	6	3	3	6	6
do. Angle Irons	3	3	6	6	3	3	6	6
Attached to outside plating with angle iron	3	3	6	6	3	3	6	6
BILGE Angle Irons	3	3	6	6	3	3	6	6
do. Bulb Iron	6	6	6	6	6	6	6	6
do. Intercostal plates riveted to plating for length	3	3	6	6	3	3	6	6
BILGE STRINGER Angle Irons	3	3	6	6	3	3	6	6
Intercostal plates riveted to plating for length	3	3	6	6	3	3	6	6
SIDE STRINGER Angle Irons	3	3	6	6	3	3	6	6

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

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of Bilge and to every frame 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 one Strakes at Bilge for half length, double riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double 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, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 Breadth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single Riveted?
 Waterway, how secured to Beams Screw Bolts & Nuts (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Welded Piece plates No. of Breasthooks, 5 Crutches, 3
 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 & Plates—Greenock
 The above is a correct description
 Builder's Signature, W. Caird & Co. Surveyor's Signature, Edmund C. ...
 Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *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*
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? *Very few*
Masts, Bowsprit, Yards, &c., are *Wood* 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. *Light Pole Masts*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
6840 4266					165	18 Tons	Bowers	2	1.0		9.1.0	9.3.0
SAILS.							Stream	1	2.3.12		2.3.0	
CABLES, &c.							Kedges	1	1.1.5		1.1.0	
Chain		165	1									
Fore Sails,												
Fore Top Sails,												
Fore Topmast Stay Sails												
Main Sails,												
Main Top Sails,												
and												

Standing and Running Riggings *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *three* others
The Windlass is *Harfield's Patent* Capstan *Wegmink's* and Rudder *Efficient* Pumps *one to each compartment*
Engine Room Skylights. How constructed *Chow Trunk Bulkheads* How secured in ordinary weather? *Wire Grating*
What arrangements for deadlights in bad weather? *Tar Paulins*
Coal Bunker Openings. How constructed? *Cast iron Rims & Lids* How are lids secured? *Malleable iron snugs* Height above deck? *Flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways. How formed? *Iron*
State size Main Hatch *4' 0" x 9' 0"* Forehatch *4' 0" x 9' 0"* Quarterhatch
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*
Order for Special Survey No. *404*
Date *22nd June 1874*
Order for Ordinary Survey No. *189*
Date *1874*
No. *189* in builder's yard.
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated or cemented
5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This Vessel is rigged as a two Masted Schooner and has a Poop 28 ft 6 ins, and Forecastle 39 feet in length, and a Bridge covering the Engine Room enclosure, and with a Shade Deck between, open at the sides, supported on Stanchions, and forming a partial Awning Deck. The Vessel has been built in conformity with the Rules and midship section herewith appended. The Main Frames are 3 x 3 x 6 all throughout. The workmanship and materials are of the best description. The Testing Certificates for the Anchors and Chains of this Vessel have been mislaid by the Builders, which has been the cause of the delay in forwarding this Report, meantime the figure 1 is to be left in abeyance.*

State if one, two, or three, decked vessel, *Partial* *28 ft 6"* *39 ft* *28 ft 6"* *39 ft*
How are the surfaces preserved from oxidation? Inside *Portland Cement* *for above Bilges & Red* Outside *4 Coats of Red Lead & Paint*
I am of opinion this Vessel should be Classed *100 A*

The amount of the Entry Fee ... £ *4* : 0 : 0 is received by me, *May 1875*
Special ... £ *16* : 6 : 0
Certificate ... £ *0* : 0 : 0
(Travelling Expenses, if any, £ *20* : 6 : 0)

Committee's Minute *28th May 1875*
Character assigned *100 A*
Lloyd's Reg. *one Deck* *& Shade Deck*
Lloyd's Register Foundation