

IRON SHIP

No. 11,193 Survey held at Sunderland Date, First Survey January 12th Last Survey August 24th 1875

On the Ship "Carbet Castle" Yard No. 42 Master J R Fordon

TONNAGE under Tonnage Deck 1469.14
 Ditto of Third, Spar, or Awning Deck. 113.63
 Ditto of Poop. 18.72
 Ditto of House on Deck 47.42
 Gross Tonnage 1648.91
 Less Crew Space 63.7
 Less Engine Room
 Register Tonnage as cut on Beam 1585.21

ONE OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
 HALF BREADTH (moulded) 18.9
 DEPTH from upper part of Keel to top of Upper Deck Beams 25.0
 GIRTH of Half Midship Frame (as per Rule) 39.0
 1st NUMBER 82.9
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH 237.0
 2nd NUMBER 19.647
 PROPORTIONS—Breadths to Length moulded 7.12
 Depths to Length—Upper Deck to Keel 11 10
 Main Deck ditto 11

Built at Sunderland
 When built 1875 Launched 2nd July
 By whom built Mounsey & Foster
 Owners L. H. Mc Intyre
 Port belonging to Liverpool
 Destined Voyage Calcutta
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 237 Feet. Inches. BREADTH Moulded 37 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 22 Feet. Inches. Do. do. Main Deck Beams 11 Power of Engines 1 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length 248.4 breadth 38-1 depth 22.9

KEEL, depth and thickness 9 1/2 x 2 1/2
 STEM, moulding and thickness 9 x 2 1/2
 STERN-POST for Rudder do. do. 9 x 2 1/2
 for Propeller
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22 24 (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end 5 3/4 5 3/4 8 8
 REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 8
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 1/2 10
 thickness at the ends of vessel 8
 depth at 1/4 the half-bdth. as per Rule 12 1/2
 height extended at the Bilges twice the amidship depth

BEAMS, Upper, ~~Space or Awning Deck~~ Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 7 5 1/2 3 7
 Single or double Angle Iron on Upper edge alternate frames
 Average space alternate frames

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 7 5 1/2 3 7
 Single, or double Angle Iron, on Upper Edge alternate frames
 Average space alternate frames

BEAMS, Lower Deck, ~~Upper or Middle Deck~~ Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 3 7 5 1/2 3 7
 Single or double Angle Iron on Upper Edge alternate frames
 Average space alternate frames

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 18 13 18 13
 " Rider Plate 11 1/4 13 11 1/4 13
 " Bulb Plate to Intercoastal Keelson 5 1/2 4 9 5 1/2 4 9
 " Angle Irons 5 1/2 4 9 5 1/2 4 9
 " Double Angle Iron Side Keelson 5 1/2 4 9 5 1/2 4 9
 " Side Intercoastal Plate 5 1/2 4 9 5 1/2 4 9
 " do. Angle Irons 5 1/2 4 9 5 1/2 4 9
 " Attached to outside plating with angle iron 5 1/2 3 1/2 8 5 1/2 3 1/2 8

BILGE Angle Irons 5 1/2 4 9 5 1/2 4 9
 " do. Bulb Iron 5 1/2 4 9 5 1/2 4 9
 " do. Intercoastal plates riveted to plating for length 5 1/2 4 9 5 1/2 4 9

BILGE STRINGER Angle Irons 5 1/2 4 9 5 1/2 4 9
 Intercoastal plates riveted to plating for 3/4 length 9 9 Nil
 SIDE STRINGER Angle Irons 5 1/2 4 9 5 1/2 4 9

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass E. I. Seal Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunnale
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to the Gunnale
 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Double lower edge.
 Butts of Main Sheerstrake, treble riveted for length amidships Butts of Upper or Space Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships Butts of Upper or Space Stringer Plate, treble riveted for half length.
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting Nil

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble and double
 Waterway, how secured to Beams Gutter Gunnale (Explain by Sketch, if necessary.) James Se
 Beams of the various Decks, how secured to the sides? ends turned down & riveted to No. of Breasthooks, Six Crutches, four

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Shell plates, Stringer plates and floor plates
 Manufacturer's name or trade mark, Nelson and James Hopkinson Gilkes and Co.

The above is a correct description.
 Builder's Signature, Mounsey & Foster Surveyor's Signature, Joseph W. Keen

Surveyor to Lloyd's Register of British and Foreign Shipping.

Excess in Scantlings moulded in Red.
 Flat Keel Plates, breadth and thickness 36 12 36 12
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling Bilge, or increased thickness, and length applied 1/2 length
 fm up. part of Bilge to Ir. edge of Sh'rstrake 35 1/2 2 35 1/2 1
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 10 1/2 12 10 1/2 10 1/2
 Up. Spar Dk Sh'rstrake, brdth & thickness 40 14 40 13
 Butt Straps to outside plating, breadth & thickness 4 1/2 10 4 1/2 10
 Lengths of Plating Five spaces of frames
 Shifts of Plating, and Stringers Four & three spaces of frames
 Gunwale Plate on ends of Upper Deck 38 11 35 10
 Upper Deck Beams, breadth and thickness 5 1/2 x 4 x 9 5 1/2 x 4 x 9
 Angle Iron on ditto 13 10 13 10
 Tie Plates fore and aft, outside Hatchways 5 13 10 13 10
 Diagonal Tie Plates on Beams No. of Pairs, 5
 Planksheer material and scantling Gutter Gunnale
 Waterways do. do. 4 1/2 Y.P. 4
 Flat of Upper Deck do. do. 4 1/2 Y.P. 4
 How fastened to Beams Iron
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 4 1/2 Y.P. 4
 Is the Stringer Plate attached to the outside plating? No.
 Angle Irons on ditto, No. one
 Tie Plates, outside Hatchways 4 x 4 x 9 4 x 4 x 9
 Diagonal Tie Plates on Beams, No. of pairs 13 10 13 10
 Waterways materials and scantlings 3 Red Pine
 Flat of Middle Deck do. do. 2 1/2 Red P. Bottom & Sides
 How fastened to Beams 2 1/2 Red P. 6 1/4
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3 1/4 3 1/4
 Is the Stringer Plate attached to the outside plating? No.
 Angle Irons on ditto, No. one
 Stringer or Tie Plates, outside Hatchways 4 x 4 x 9 4 x 4 x 9
 Flat of Lower Deck 13 10 13 10
 Ceiling betwixt Decks, thickness and material 3 Red Pine
 in hold do. do. 2 1/2 Red P. 6 1/4
 Main piece of Rudder, diameter at head do. at heel 6 1/4 3 1/4
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. one Thickness of 7/8
 Height up upper Deck
 How secured to sides of ship double frames
 Size of Vertical Angle Irons 5 1/2 x 3 1/2 x 8 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes

15014 210

Workmanship. Are the joints of plating planed or otherwise fitted? planed
Do the edges of the copper work and 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? Solid Single pieces
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? in a few instances only

Masts, Bowsprit, Yards, &c., are of Iron 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
Please see Sketch appended, also letter from Secretary hereon, dated 27th May 1875.

NUMBER for EQUIPMENT		20.956		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr 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.
N ^o .	SAILS.	CABLES, &c.	Chain	270	1 1/2	63 1/4	270:1 1/2	63 1/4	Bowers	1	34.3.21	32.6.2.7	34.0.0	31.12.0.0
	Fore Sails,	Chain	Three links of each 15 ft. proved to 88 10 tons							1	31.3.26	30.2.2.0	28.3.17	27.16.0.0
	Fore Top Sails,	Chain	Makes R.W.C.P.T. May 29 th 75							1	35.0.0	32.7.2.0	34.0.0	31.12.0.0
	Fore Topmast Stay Sails	Chain	J. H. Adams.											
	Main Sails,	Chain	30	1 1/2										
	Main Top Sails,	Chain	90	12										
	Warp	Chain	90	11										
	quality	Chain	120	7										

Standing and Running Rigging G.I. Wire & Hemp sufficient in size and good in quality. She has 100 Life Lines, Boat and 2 others total 4.54. The Windlass is G.I. Peak Capstans good and Rudder good Pumps 2 Main & 2 Bilge good.

Engine Room Skylights.—How constructed? — How secured in ordinary weather? —

What arrangements for deadlights in bad weather? —

Coal Bunker Openings.—How constructed? — How are lids secured? — Height above deck? —

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Scuppers and Ports in Bulwarks hung with Hinges at upper part

Cargo Hatchways.—How formed? Iron plates strengthened with angles and Rubbing bars

State size Main Hatch 11 by 14 feet Forehatch 6 ft 3 sq Quarterhatch 6/9 by 7/2

If of extraordinary size, state how framed and secured? Main Hatch has one thwartship iron casting part of which Hatch is temporarily closed with Deck and Chutes has one wood fore and aft casting 80 to fore and aft Hatch

What arrangement for shifting beams? —

Hatches, If strong and efficient? Solid, strong and efficient

Order for Special Survey No. 2571
Date 29th October 1874
Order for Ordinary Survey No. —
Date —
No. 42 in builder's yard.

General Remarks (State quality of workmanship, &c.) Good.

She has a Full Poop 52 feet long, a Deck House 14 1/2 feet by 36 feet, and Toppallant Forecastle 40 feet long.

The Hold Stringer plate is not attached to the Shell plating, see Secretary's letter 27th Octr 1874.

Excesses in Scantlings &c are underlined in Red ink on the other side. Fin. Spacing of Frames, Sheerstrake, one Strake of plating abreast Hold Beams and three Strakes at the Bilges; the Upper Deck Stringer plate and a hull bar wrought between the angles forming the upper bilge Keelson.

The Builders attention has been called to the Light Keel Anchor, who stated that as the whole of the remainder were so much above Rule requirements they trusted the Committee would accept the same.

State of one, two, or three, decked vessel, or if open, or running decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of deck, or part deck bottom.

How are the surfaces preserved from oxidation? Inside Cement much above upper bilge Outside Lead Plating on Bottom

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, —
Special ... £ 64 : 12 : 6 24th August 1875
Certificate ... —

(Travelling Expenses, if any, £ —.)
Committee's Minute 27th August 1875

Character assigned 100 A 1

This vessel has been built in accordance with the Approval Section appended and appears eligible for the 100 A 1. Class and recommended if the Committee will sanction the use of the same. Kedge anchor, all the others being in excess.
D. Deek.