

IRON SHIP.

No. 4360 Survey held at Glasgow
On the S. S. "Radnorshire"Date, First Survey 28th AprilLast Survey 18th Dec

1876

Master Not appointed

TONNAGE under Tonnage Deck 1810.29 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck

Ditto of Poop, or Raised Or Deck

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 1838.08

Less Crew Space 49.58

Less Engine Room 588.19

Register Tonnage as cut on Beam 1201.31

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 17.0

DEPTH from upper part of Keel to top of Upper Deck Beam 25.9

GIRTH of Half Midship Frame (as per Rule) 37.7

1st NUMBER 80.6

1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 73.6

LENGTH 298.5

2nd NUMBER 21969

PROPORTIONS—Breadths to Length 8.8

Depths to Length—Upper Deck to Keel 11.5

Main Deck ditto 15.7

Built at Glasgow

When built 1876 Launched 17th Nov 1876

By whom built The London & Glasgow

Engineering & Shipbuilding Co

Owners D. S. Jenkins & Co

Port belonging to London

Destined Voyage Singapore

Surveyed while Building, Afloat, and in Dry Dock.

LENGTH on deck as per Rule 298.6 BREADTH—Moulded 34.0 DEPTH top of Floors to Upper Deck Beams 24.0 Do. do. Main Deck Beams 17.0 Power of Engines 250 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Three

Dimensions of Ship per Register, length, 301.0 breadth, 34.2 depth, 24.0

KEEL, depth and thickness 10 x 2 3/4 10 x 2 3/4

STEM, moulding and thickness 10 x 2 3/4 10 x 2 3/4

STERN-POST for Rudder do. do. 10 x 5 1/2 10 x 5 1/2

for Propeller 10 x 5 1/2 10 x 5 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100 A)

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8 5 3 8

Do. for 1/2 at each end 5 3 7 5 3 7

REVERSED FRAMES, Angle Iron 3 3 7 3 3 7

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 x 9 23 x 9

thickness at the ends of vessel 11 1/2 11 1/2

depth at 1/2 the half-bdth. as per Rule 11 1/2 11 1/2

height extended at the Bilges 11 1/2 11 1/2

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 7 x 7 7 x 7

Single or double Angle Iron on Upper edge 3 3 6 3 3 6

Average space 48 48

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 8 x 8 8 x 8

Single or double Angle Iron on Upper Edge 3 3 6 3 3 6

Average space 48 48

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 8 1/2 x 8 8 1/2 x 8

Single or double Angle Iron on Upper Edge 3 3 7 3 3 7

Average space 24 24

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 23 3/4 x 13 23 3/4 x 13

Rider Plate 13 x 13 13 x 13

Bulb Plate to Intercostal Keelson 6 4 9 6 4 9

Double Angle Iron Side Keelson 6 4 9 6 4 9

Side Intercostal Plate with Bulb 8 1/2 x 8 8 1/2 x 8

do. Angle Irons 3 1/2 3 1/2 8 3 1/2 3 1/2 8

Attached to outside plating with angle iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8

BILGE Angle Irons 6 4 9 6 4 9

do. Bulb Iron 8 1/2 x 8 8 1/2 x 8

do. Intercostal plates riveted to plating for 1/2 length 8 8

BILGE STRINGER Angle Irons 6 4 9 6 4 9

Intercostal plates riveted to plating for 3/5 length 3 1/2 3 1/2 8 3 1/2 3 1/2 8

SIDE STRINGER Angle Irons 6 4 9 6 4 9

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Napier's Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above main deck and to upper 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 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of 13 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double 4 1/2 riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double 4 1/2 riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 6 1/2 5 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or 4 1/2 Riveted?

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Seven Crutches, Five

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best

Manufacturer's name or trade mark, Frames, Dampfeller, Reverse Frames, Coats, Beams & Mountings, D. I. & Phoenix

The above is a correct description.

Builder's Signature, The London & Glasgow Engineering & Shipbuilding Co Ltd

Surveyor's Signature, Saml Lapham

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? *A few*

Masts, ~~Bowsprit~~, Yards, &c., are *all* 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 *Two masts Riggered as a Brig*

Mast Plate } Fore Mast 78' 3" - 25' - 20' - 18' } Three plates in circle 6x5 double riveted edges
quality. hot } Main Mast 69' 4" - 25' - 23' - 18' } treble riveted butts, doubled for 5th at
and Cold treated } partners.

NUMBER for EQUIPMENT		24059	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.	271	1 3/4	55, 2, 2, 10	270-1 1/2	55 5/8	Bowers	1	31. 1. 3	29. 12. 0. 0	30	28 12/20
	Fore Sails,	Chain 34 1/2 out of each	15 fathoms		77. 2. 2. 10		77 1/8	(State Machine where Tested, Date, & name of Superintendent.)	Stock	7. 1. 23		3.0	28 12/20
Two	Fore Top Sails,								Stock	30. 2. 26	29. 3. 3. 0	3.0	28 12/20
Sails	Fore Topmast Stay Sails								Stock	7. 1. 0		25 1/2	25 2/20
	Main Sails,	Hmpn Strm Cbl	90	1 1/6		90-1 1/6 Iron or 11 in Hemp			Stock	25. 2. 11	25. 5. 3. 0	12	
	Main Top Sails,	Hawser ...	90	"		90-11			Stock	6. 0. 1		6	
		Towlines ...	90	7		90-7			Total	87. 2. 12	Total =	85 1/2	
		Warp						Stream	1	12. 1. 22		3	
and		quality New						Kedges	1	6. 0. 4			
										3. 0. 17			

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Six* Long Boats and *2* with buoyancy
The Windlass is *Good* Capstan *1 Good* and Rudder *Good* Pumps *Good and efficient*

Engine Room Skylights.—How constructed? *Plate & angle iron* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Seal framing with Bull's Eyes*

Coal Bunker Openings.—How constructed? *Circular Iron Casting* How are lids secured? *Screwed* Height above deck? *6 in*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *7 Scuppers each side*

Cargo Hatchways.—How formed? *Plate and angle iron*

State size Main Hatch *20' x 10'* Forehatch *12 x 10 & 6 x 4* Quarterhatch *12 x 10 & 6 x 10*

If of extraordinary size, state how framed and secured? *Two portable beams at Main Hatch*

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. <i>116</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	1876—April 28. May 1. 4. 9. 10. 15. 16. 23. 26
Date <i>17th March 1876</i>		2nd. On the plating during the process of riveting	May 31 June 1. 5. 6. 9. 12. 15. 21. 26. 29
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid....	July 6. 10. 13. 24. 29 Aug 1. 7. 11. 15
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented..	Aug 18. 26. 28 Sept 1. 4. 8. 14. 18. 22
No. <i>194</i> in builder's yard.		5th. After the ship was launched and equipped	Sept 23. 26 Oct 3. 10. 14. 18. 20. 25. 27 Sept 31. Nov 2. 7. 10. 13. 16. 17. 29 Dec 8. 12. 13. 18

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

The workmanship is of good quality—Built in accordance with the sketches of midship and Longitudinal sections herewith approved per Secretary's Letter of 27th March, having reference also to Letters of 7th June and 1st July 1876 and in general conformity with the Rules with a view to the grade contemplated

Erections on Deck.—Midship Casing over Boilers, Iron; 28' x 11'. Cabin accommodation 25' x 15' midships. Captain's Room & Companion aft 22' x 8' 9". Anchor Forecastle 24 ft long by 4' 6" above deck

State if one, two, or three, decked vessel; or if spar, or masting decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1* "Three-Decked Rule"

The amount of the Entry Fee ... £ 5 : : : is received by me, *Dec 16th Saml. Laphorn*

Special ... £ 70 : 5 : : Dec 1876

Certificate ... *Granted*

(Travelling Expenses, if any, £ ...)

Committee's Minute *19th December 1876*

Character assigned *100 A 1*

Lloyds

Dec 16th Saml. Laphorn

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