

IRON SHIP.

No. 1431 Survey held at Glasgow Date, First Survey 7th September 76 Last Survey 18th "
On the S.S. Taymouth Castle (Brig) Master J. Fulton

TONNAGE under Tonnage Deck 1789.44 **ONE, OR TWO DECKED, THREE DECKED VESSEL.**
DEPTH from upper part of Keel to top of Upper Deck Beams 27.19 **DEPTH** from upper part of Keel to top of Upper Deck Beams 27.19
GIRTH of Half Midship Frame (as per Rule) 38.88
1st NUMBER 82.94
1st NUMBER, if a THREE-DECKED VESSEL 75.94 [deduct 7 feet]
LENGTH 117.5
2nd NUMBER 22668
PROPORTIONS—Breadths to Length 8.84
Depths to Length—Upper Deck to Keel 10.97
Main Deck ditto 14.96

Built at Whiteinch
When built 1877 Launched 1877
By whom built Barclay Currie & Co.
Owners Donald Currie & Co.
Port belonging to London
Destined Voyage Cape via London
Surveyed while Building, Afloat, or in Dock.

LENGTH on deck as per Rule 298 **BREADTH**—Moulded 33 **DEPTH** top of Floors to Upper Deck Beams 25 **Power of Engines** 190 **Horse.** 190 **N^o. of Decks with flat laid** 2 **N^o. of Tiers of Beams** 3

Dimensions of Ship per Register, length, 300.1 breadth, 33.8 depth, 25.05

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<u>10 x 2 3/4</u>	<u>10 x 2 3/4</u>
STEM , moulding and thickness	<u>10 x 2 3/4</u>	<u>10 x 2 3/4</u>
STERN-POST for Rudder do. do.	<u>10 x 5 1/2</u>	<u>10 x 5 1/2</u>
for Propeller	<u>10 x 5 1/2</u>	<u>10 x 5 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>
FRAMES , Angle Iron, for 1/2 length amidships	<u>5</u>	<u>5</u>
Do. for 1/2 at each end	<u>3</u>	<u>3</u>
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>3</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>23 1/2</u>	<u>23 1/2</u>
thickness at the ends of vessel	<u>12</u>	<u>12</u>
depth at 1/2 the half-bdth. as per Rule	<u>12</u>	<u>12</u>
height extended at the Bilges	<u>4 1/2</u>	<u>4 1/2</u>
BEAMS , Upper, <u>Upper, or Lower Deck</u> Single or <u>Double</u> Ang. Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>7</u>
Single or double Angle Iron on Upper edge	<u>3</u>	<u>3</u>
Average space	<u>48</u>	<u>48</u>
BEAMS , Main, <u>Main, or Middle Deck</u> Single or <u>Double</u> Ang. Iron, Plate or Tee Bulb Iron	<u>8</u>	<u>8</u>
Single or double Angle Iron, on Upper Edge	<u>3</u>	<u>3</u>
Average space	<u>48</u>	<u>48</u>
BEAMS , Lower Deck, <u>Hold, or Outboard</u> Single or <u>Double</u> Ang. Iron, Plate or Tee Bulb Iron	<u>8</u>	<u>8</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>
Average space	<u>48</u>	<u>48</u>
KEELSONS Centre line, single or <u>Double</u> plate, <u>Box, or Intercoastal</u> , Plates	<u>19</u>	<u>19</u>
" Rider Plate	<u>13</u>	<u>13</u>
" <u>Both Plate to Intercoastal Keelson</u>	<u>13</u>	<u>13</u>
" Angle Irons	<u>6</u>	<u>6</u>
" <u>Double Angle Iron Side Keelson</u>	<u>6</u>	<u>6</u>
" Side Intercoastal Plate	<u>9</u>	<u>9</u>
" do. Angle Irons	<u>6</u>	<u>6</u>
" Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3 1/2</u>
BILGE Angle Irons	<u>6</u>	<u>6</u>
" do. Bulb Iron	<u>8</u>	<u>8</u>
" do. <u>Intercoastal plates riveted to plating for 1/2 length</u>	<u>8</u>	<u>8</u>
BILGE STRINGER Angle Irons	<u>6</u>	<u>6</u>
Intercoastal plates riveted to plating for 1/2 length	<u>9</u>	<u>9</u>
SIDE STRINGER Angle Irons		

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
of <u>double</u> at Bilge, or <u>increased</u> thickness, with length applied				
fm up. part of Bilge to l. edge of Sh'rstrake				
Main Sheerstrake , breadth and thickness				
of <u>double</u> at Sh'rstrake, & length applied				
from <u>Keel</u> to <u>Up. or Spar Dk</u> Sh'rstrake				
Up. or Spar Dk Sh'rstrake, brdth & thickness	<u>40</u>	<u>13</u>	<u>40</u>	<u>13</u>
Butt Straps to outside plating, breadth & thickness	<u>17 to 10</u>	<u>14 to 9</u>	<u>16 3/4 to 14 1/2</u>	<u>14 to 11</u>
Lengths of Plating	<u>6 ft</u>	<u>5 ft</u>	<u>5 ft</u>	<u>5 ft</u>
Shifts of Plating, and Stringers	<u>2 ft</u>	<u>2 ft</u>	<u>2 ft</u>	<u>2 ft</u>
Gunwale Plate on ends of <u>Upper, Spar, or</u> Upper Deck Beams, breadth and thickness	<u>42</u>	<u>9</u>	<u>42</u>	<u>9</u>
Angle Iron on ditto	<u>4 x 4</u>	<u>9/16</u>	<u>4 x 4</u>	<u>9/16</u>
The Plates <u>are</u> <u>not</u> <u>at</u> <u>the</u> <u>outside</u> <u>Hatchways</u>				
Diagonal Tie Plates on <u>Beams</u> , <u>Bo.</u> <u>&</u> <u>Plates</u>				
Plates <u>are</u> <u>not</u> <u>at</u> <u>the</u> <u>outside</u> <u>Hatchways</u>				
Waterways do. do.	<u>6 1/4</u>	<u>1/2</u>	<u>6 1/4</u>	<u>1/2</u>
Flat of Upper Deck do. do.	<u>15</u>	<u>10</u>	<u>15</u>	<u>10</u>
How fastened to Beams	<u>15</u>	<u>10</u>	<u>15</u>	<u>10</u>
Stringer Plate on ends of Main <u>or</u> Middle Deck Beams, breadth and thickness	<u>62</u>	<u>10</u>	<u>62</u>	<u>10</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>		<u>Yes</u>	
Angle Irons on ditto, No. <u>2</u>	<u>4 x 4</u>	<u>9/16</u>	<u>4 x 4</u>	<u>9/16</u>
Tie Plates, outside Hatchways	<u>15</u>	<u>10</u>	<u>15</u>	<u>10</u>
Diagonal Tie Plates on <u>Beams</u> , <u>Bo.</u> <u>&</u> <u>Plates</u>				
Plates <u>are</u> <u>not</u> <u>at</u> <u>the</u> <u>outside</u> <u>Hatchways</u>				
Flat of Middle Deck do. do.	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
How fastened to Beams	<u>15</u>	<u>10</u>	<u>15</u>	<u>10</u>
Stringer Plates on ends of Lower Deck, Hold <u>or</u> Outboard Beams	<u>38</u>	<u>9</u>	<u>38</u>	<u>9</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>		<u>Yes</u>	
Angle Irons on ditto, No. <u>2</u>	<u>4 x 4</u>	<u>9/16</u>	<u>4 x 4</u>	<u>9/16</u>
Stringer or Tie Plates, outside Hatchways	<u>15</u>	<u>10</u>	<u>15</u>	<u>10</u>
Flat of Lower Deck (do. do.)	<u>3</u>	<u>9/16</u>	<u>3</u>	<u>9/16</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
in hold	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Main piece of Rudder, diameter at head	<u>7 1/2</u>	<u>7 1/2</u>	<u>7 1/2</u>	<u>7 1/2</u>
do. at heel	<u>3 3/4</u>	<u>3 3/4</u>	<u>3 3/4</u>	<u>3 3/4</u>
Can the Rudder be unshipped afloat?	<u>Yes</u>		<u>Yes</u>	
Bulkheads No. <u>5</u> Thickness of	<u>4 1/4</u>	<u>6 1/4</u>	<u>4 1/4</u>	<u>6 1/4</u>
Height up <u>Main deck</u> <u>Collision Bulkhead</u> to <u>upper deck</u>				
How secured to sides of ship	<u>Double</u>	<u>Double</u>	<u>Double</u>	<u>Double</u>
Size of Vertical Angle Irons <u>3 x 3</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>		<u>Yes</u>	

Transoms, material. Knight-heads. Hawse Timbers. Plate & iron

Windlass Napier Patent Pall Bitt Not required

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper deck 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 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 3 Strakes at Bilge for 1/2 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 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 or single 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 1/2 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 5 1/2 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

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

Beams of the various Decks, how secured to the sides? Thus, welded to Beams Bo. 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, Plate for Head &c. Angles Impend

The above is a correct description.

Builder's Signature, Barclay Currie & Co.

Surveyor's Signature, J. Lawrence

Surveyor to Lloyd's Register of British and F

Lloyd's Register
Foundation

ship. Are the butts of plating planed or otherwise fitted? *Planed*
of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
between the ribs and plates solid single pieces? *Yes*
for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
set holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
any rivets break into or through the seams or butts of the plating? *In corners of butts only*

18233 Iron

Masts, Bowsprit, Yards, &c., are *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 *Brig Rigger (Collings & Pithings Top Sails)*

Fore Mast 83' 9" x 23" 665
Main Mast 77' 0" x 23" 665
Fore plate landings double butt joint

ORDER 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.
N ^o .	SAILS.	CABLES, &c.					Bowers					
One	Fore Sails,	Chain	292 1/2	1 3/4	82.75	270-1 1/4	1	35.1.23	32.15.0.0	32.0.0	30.2.20	
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,	Strm Cbl	90	1 1/8	90-1 1/4							
	Main Top Sails,	Hawser ...	90	11	90-11							
		Towlines ...	270									
		Warp ...	90	7 1/2	90-7							
		quality <i>Good</i>	90	5 1/2								

Standing and Running Rigging *Three + hemp* sufficient in size and *Good* in quality. She has *3 Sails* *Long* Boats and *3 others*
The Windlass is *Rapier Patent* Capstan *4 from wind* and Rudder *Good* Pumps *One hand pump and steam*
Engine Room Skylights.—How constructed? *Teak on Iron House* How secured in ordinary weather? *Sets + Quadrants*
What arrangements for deadlights in bad weather? *Tarpauline*
Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *St. Locking* Height above deck? *Nearly flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open rail bulwarks*

Cargo Hatchways.—How formed? *Iron Canning*
State size Main Hatch *15' 3" x 10' 3"* Fore hatch *11' 3" x 10' 3"* Quarter hatch *7' 4" x 10' 2"*
If of extraordinary size, state how framed and secured? *Usual size*
What arrangement for shifting beams? *Beam in main hatchway*
Hatches, If strong and efficient? *Yes (Teak)*

Order for Special Survey No. <i>118</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>September 7. 19. 25. October 3. 11. 19. 23.</i>
Date <i>21 July 1876</i>	2nd. On the plating during the process of riveting	<i>November 2. 15. 21. 28. December 12. 20. 27.</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid...	<i>26. January 9. 17. 29. February 6. 15. 21. 28.</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>March 3. 8. 10. 17. 28. April 10. 14.</i>
No. <i>270</i> in builder's yard.	5th. After the ship was launched and equipped	<i>17. + 18th 1877.</i>

General Remarks (State quality of workmanship, &c.)
The workmanship is very good. Ship is constructed in accordance with the approved drawings attached. She is fitted with water Ballast Tank 10 feet long between Engine + Boiler Space to height of Hold beams. Tank tested to height of Load line before Launching. Frames are double in Engine Space.
The Bower Anchors are supplied from S. S. Windsor Castle. The weights are illegible but appear sufficient, the Certificates are lost. The Builder undertakes to have them re-tested on Vessel arrival in London.

Monkey Forecastle 23' 6" x 4' 6" high. Bridge House 24' 5" x breadth of Vessel with passage through on each side 3' 9" wide. House Aft 16' 3" x 10' 6"

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

I am of opinion this Vessel should be Classed **100A* *True decked* (Subject to Committee acceptance of Builder's proposal to re-test Anchors, and their fulfilling the requirements of Rules.)
The amount of the Entry Fee ... £ *5* : : : is received by me, *23rd*
Special ... £ *69* : *15* : *April 1877*
Certificate ... *Printed*
(Travelling Expenses, if any, £ *4.4*.)

Committee's Minute *24th April 1877*
Character assigned *100A*
Lloyd's Register
2 Dps
3 in Burs
25 of beam
The anchors are to be tested on arrival of the vessel
are said to be three of the
largest made