

IRON SHIP.

1993
Rec 14/1/78

No. 4576 Survey held at Glasgow Date, First Survey 14th Dec 1876 Last Survey 12th Jan 1878

On the S. "Cape Breton" Master Geo. Young

TONNAGE under Tonnage Deck } <u>1360.32</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Glasgow</u>
Ditto of Third, Spar, or Awning Deck } <u>56.66</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1876-77</u> Launched <u>6th Dec 1877</u>
Ditto of Poop, Raised Or. Dk. } <u>24.58</u>	HALF BREADTH (moulded) <u>18.75</u> Feet.	By whom built <u>J. & G. Thomson</u>
Ditto of Houses on Deck } <u>62.07</u>	DEPTH from upper part of Keel to top of Upper Deck Beam <u>24.5</u>	Owners <u>A. Lyle & Co.</u>
Ditto of Forecasts } <u>1503.63</u>	GIRTH of Half Midship Frame (as per Rule) <u>37.5</u>	Port belonging to <u>Greenock</u>
Gross Tonnage } <u>82.22</u>	1st NUMBER <u>80.75</u>	Destined Voyage <u>Rio de Janeiro</u>
Less Crew Space } <u>1421.41</u>	1st NUMBER, if a THREE-DECKED VESSEL <u>229</u>	<input checked="" type="checkbox"/> Surveyed while Building, Afloat, or in Dock
Less Engine Room } <u>1849.1</u>	LENGTH <u>229</u>	
Register Tonnage as cut on Beam } <u>6.1</u>	2nd NUMBER <u>1849.1</u>	
	PROPORTIONS —Breadths to Length <u>6.1</u>	
	Depths to Length —Upper Deck to Keel <u>9.3</u>	
	Main Deck ditto <u>9.3</u>	

LENGTH on deck as per Rule ... <u>229</u> Feet. Inches. <u>—</u>	BREADTH —Moulded... .. <u>37</u> Feet. Inches. <u>6</u>	DEPTH top of Floors to Upper Deck Beams <u>22</u> Feet. Inches. <u>5 1/2</u>	Power of Engines <u>—</u>	Horse. <u>—</u>	N ^o . of Decks with flat laid <u>Two</u>	N ^o . of Tiers of Beams <u>Two</u>
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Dimensions of Ship per Register, length, 239.3 breadth, 37.85 depth, 22.15

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.							
	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.						
KEEL , depth and thickness	9	2 1/2	9	2 1/2	39	11	36	11	Flat Keel Plates, breadth and thickness	39	11	36	11	
STEM , moulding and thickness... ..	8 1/2	2 1/2	8 1/2	2 1/2	7	10-11	—	10-11	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>3 strakes 1/16</u> fm up. part of Bilge to lr. edge of Sh'rstrake	—	11	—	11	
STERN-POST for Rudder do. do.	8 1/2	2 1/2	8 1/2	2 1/2	—	10	—	10	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake	40	12	40	12	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	24	—	—	—	—	—	Up. or Spar Dk. Sh'rstrake, breadth & thickness	—	—	—	—	
FRAMES , Angle Iron, for 2/3 length amidships	5	3 1/2	5	3 1/2	—	—	—	—	Butt Straps to outside plating, breadth & thickness	16 3/4	11 1/4	13-10	16 3/4	11 1/4
Do. for 1/3 at each end	5	3 1/2	5	3 1/2	—	—	—	—	Lengths of Plating	12.1	—	10 1/2	—	—
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	—	—	—	—	Shifts of Plating, and Stringers... ..	Two spaces	Two spaces	—	—	—
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	24 1/2	10	24 1/2	10	—	—	—	—	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... ..	—	—	—	—	—
thickness at the ends of vessel	—	9-8	—	9-8	—	—	—	—	Angle Iron on ditto	—	—	—	—	—
depth at 3/4 the half-bdth. as per Rule	12 1/4	—	12 1/4	—	—	—	—	—	Tie Plates fore and aft, outside Hatchways	—	—	—	—	—
height extended at the Bilges... ..	Twice	—	Twice	—	—	—	—	—	Diagonal Tie Plates on Beams No. of Pairs,	—	—	—	—	—
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	—	—	—	—	—	—	—	—	Planksheer material and scantling	—	—	—	—	—
Single or double Angle Iron on Upper edge }	—	—	—	—	—	—	—	—	Waterways do. do.	—	—	—	—	—
Average space	—	—	—	—	—	—	—	—	Flat of Upper Deck do. do.	—	—	—	—	—
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	9	9	9	9	—	—	—	—	How fastened to Beams	—	—	—	—	—
Single or double Angle Iron on Upper Edge }	3 1/2	3	3 1/2	3	—	—	—	—	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	33	10	33	10	—
Average space... ..	48	—	48	—	—	—	—	—	Is the Stringer Plate attached to the outside plating?	Yes	Yes	—	—	—
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }	9	9	9	9	—	—	—	—	Angle Irons on ditto, No. 1	5x4x9	5x4x9	—	—	—
Single or double Angle Iron on Upper Edge }	3 1/2	3	3 1/2	3	—	—	—	—	Tie Plates, outside Hatchways	13	10	13	10	—
Average space... ..	48	—	48	—	—	—	—	—	Diagonal Tie Plates on Beams, No. of pairs	5	13	10	13	10
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	17	12	17	12	—	—	—	—	Waterways materials and scantlings	Gutter	4	—	—	—
" Rider Plate	11	12	11	12	—	—	—	—	Flat of Middle Deck do. <u>Yellow Pine</u>	4x4	4	—	—	—
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—	—	—	How fastened to Beams	Nuts and Screws	—	—	—	—
" Angle Irons	5	4	5	4	—	—	—	—	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9	33	9	—
" Double Angle Iron Side Keelson	5	4	5	4	—	—	—	—	Is the Stringer Plate attached to the outside plating?	Yes	Yes	—	—	—
" Side Intercostal Plate	—	8	—	8	—	—	—	—	Angle Irons on ditto, No. 2	4x4x9	4x4x9	—	—	—
" do. Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	—	—	—	—	Stringer or Tie Plates, outside Hatchways <u>and diagonals at fore & main mast</u>	13	9	13	9	—
" Attached to outside plating with angle iron }	—	—	—	—	—	—	—	—	Flat of Lower Deck	3	3	—	—	—
BILGE Angle Irons	5	4	5	4	—	—	—	—	Ceiling betwixt Decks, thickness and material in hold do. <u>Pitch Pine</u>	3	3	—	—	—
" do. Bulb Iron	—	—	—	—	—	—	—	—	Main piece of Rudder, diameter at head	6	6	—	—	—
" do. Intercostal plates riveted to plating for length	—	—	—	—	—	—	—	—	do. at heel	3	3	—	—	—
BILGE STRINGER Angle Irons	5	4	5	4	—	—	—	—	Can the Rudder be unshipped afloat?	Yes	—	—	—	—
Intercostal plates riveted to plating for length	—	—	—	—	—	—	—	—	Bulkheads No. 1 Thickness of	—	7-6	—	7-6	—
SIDE STRINGER Angle Irons	5	4	5	4	—	—	—	—	Height up to deck, placed at frame indicated in certificate letter of 29 June 1876	—	—	—	—	—
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>	—	—	—	—	—	—	—	—	How secured to sides of ship <u>By double frames</u>	—	—	—	—	—
Windlass <u>Emerson & Walker's</u> Pall Bitt	—	—	—	—	—	—	—	—	Size of Vertical Angle Irons <u>3 1/2 x 3 1/2 x 5/16</u> and distance apart <u>30</u> ins.	—	—	—	—	—
	—	—	—	—	—	—	—	—	Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	—	—	—	—	—

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 Main deck stringer and to gunwale

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 1/8 in. diameter, averaging 5 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Stone 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 and riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double and 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 — length.

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

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

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

Beams of the various Decks, how secured to the sides? By Knives turned down No. of Breasthooks, Six Crutches, Six

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

Manufacturer's name or trade mark, Anglo and Beams Coats, Plate "Barnesfield"

The above is a correct description.

Builder's Signature, Geo. James & Co. Thomson Surveyor's Signature, Saml. Lanthorn

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

Official Number

1875-0334

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*

19923 Iron

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 *Three Masts - Ship Rigged*
"Clydesdale" Iron
B. B. mast plate quality, Hot and Cold Heated.
 Bowsprit 37-32-21 } 4 plates in circle. Fore & Main Masts and Bowsprit 8-7-6
 Fore Mast 82-32-21 } Mizzen Mast 7-6-6, double riveted edges, treble riveted butts.
 Main Mast 85-35-21 }
 Mizzen Mast 78-6-29-19 }
 Fore & Main Mast 51 x 19 1/2 } 2 plates in circle 6 1/2 in Fore & Main 5 1/4 in Mizzen } Single riveted
 Mizzen Mast 42 x 13 1/2 } } edges, treble
 Lower Yards Fore & Main 82-21 to 10 1/2 } 2 plates in circle 6 to 3 1/2 in Fore & Main 5 to 3 1/2 in Mizzen } riveted butts.
 Cross-jack 65 x 17 1/2 }

N ^o .	SAILS.	CABLES, &c.	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.
								Bowers	Stream					
		Chain	270	1 7/8	63 1/4	270-1 1/4	63 1/4	1	1	1	34.3.18	32.6.2.7	34	31 12/20
	Fore Sails,	rephurton			88 1/2		88 1/2	1	1	1	8.2.26			
	Fore Top Sails,	19 Sept 177						1	1	1	34.3.20	32.6.2.7	34	31 12/20
	Fore Topmast Stay Sails	B. B. Lewis	90	1 inch		90-10 or 10 Hemp		1	1	1	9.0.28		34	31 12/20
	Main Sails,	Hmpn Strm Cbl	90	3/4 steel		90-10		1	1	1	28.1.20	24.9.2.7	29	27 16/20
	Main Top Sails,	Hawser ...	90	6		90-6		1	1	1	7.1.7		97	
		Towlines ...	90	6				1	1	1	14.1.23	13.13.3.0	13 1/2	
		Warp ...	90	6				1	1	1	6.1.21	7.9.2.21	6 3/4	
		quality New	90	6				1	1	1	3.1.12	5.3.3.0	3 1/4	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Four* Boats *(1 with buoyancy)*
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good and efficient*
 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? *4 side ports, 4 scuppers and 3 (three) mooring pipes each side*

Cargo Hatchways.—How formed? *Plate and angle iron*
 State size Main Hatch *15.6 x 11.0* Forehatch *7.6 x 7.0* Quarterhatch *7.6 x 7.0*

If of extraordinary size, state how framed and secured? } *Portable Beam at Main Hatch*
 What arrangement for shifting beams? }
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	
1208	3 rd Oct 1876			155			On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped	
							1876 - Dec 14, 22, 29, 1877 - Jan 4, 19, 26, 30	1877 - Feb 4, 15, 23, 26 March 7, 14, 21, 29, April 6	April 11, 18, 25, May 4, 9, 15, 18, 23, 29	June 7, 12, 19, 22, 28 July 6, Aug 5, 3, 9, 15, 27	Sept 2, 11, 25, Oct 1, 14, 31, Nov 2, 28, 16, 23	Dec 4, 17, 21, 24, 26, 1878, Jan 4, 12 th

General Remarks (State quality of workmanship, &c.)
The workmanship is of good quality, Built in accordance with the approved sketch of midship section which accompanied Report No 4572 on the Ship ^{Cap} St Vincent (as also longitudinally) with which this is a sister ship, and generally in accordance with the Rules with a view to the grade contemplated

** A similar Equipment was approved for a sister ship the Cape of Good Hope upon application of Owner dated 29th July 1876*

Fitted with Poop 27 feet long - Forecastle 38 feet long and Midship House 35 x 14.9

State if one, two, or three, decked vessel, or if spar, or arming decked; and the lengths of poop, forecastle, 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*

The amount of the Entry Fee ... £ 5 : : : is received by me, *Saml. Laphroon*
 Special ... £ 60 : 10 : 6 *Jan 1878*
 Certificate ... *gratis*
 (Travelling Expenses, if any, £ 6.6.0.)

Committee's Minute *15th January, 1878.*
 Character assigned *100 A 1*
THW

