

Steel IRON SHIP.

(Received at Lloyd's MAY 13 SEPT 1883)

No. *3672* Survey held at *Barrow* Date, First Survey *15th Feb 1882* Last Survey *8th September 1883*
On the *Steel S. S. Pembroke Castle* (4 masts)

TONNAGE under Tonnage Deck <i>2571.96</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, <i>ONE, OR TWO DECKED, THREE DECKED VESSEL.</i>	Master <i>J. B. Harrison</i>
Ditto of Third, or of Loading Deck <i>1066.71</i>	Half Breadth (moulded) <i>21.16</i>	Built at <i>Barrow in Furness</i>
Ditto of Peep, or Raised Or. De. <i>3638.67</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>31.33</i>	When built <i>1883</i> Launched <i>7th July</i>
Ditto of Houses on Deck <i>284.13</i>	Girth of Half Midship Frame (as per Rule) <i>46.50</i>	By whom built <i>Barrow S. S. Co.</i>
Ditto of Forecastle <i>13.44</i>	1st Number <i>98.99</i>	Owners <i>Sir Donald Currie & Co.</i>
Gross Tonnage <i>3936.24</i>	1st Number, if a 3-Decked Vessel deduct 7 feet <i>7</i>	Residence <i>Fenchurch St London</i>
Less Crew Space <i>116.70</i>	Length <i>398.3</i>	Port belonging to <i>London</i>
Eng. Room <i>1259.60</i>	2nd Number <i>36.639</i>	Destined Voyage <i>Cruising</i>
Register Tonnage as out on Beam <i>2559.94</i>	Proportions— Breadths to Length <i>9.4</i>	Surveyed while Building, Afloat, or on Dry Dock.
	Depths to Length—Upper Deck to Keel <i>12.7</i>	
	Main Deck ditto <i>17.07</i>	

LENGTH on deck as per Rule <i>398.3</i>	BREADTH—Moulded <i>42.32</i>	DEPTH top of Floors to Upper Deck Beams <i>29.2</i>	Power of Engines <i>450</i>	Nº. of Decks with flat laid <i>Three</i>	Nº. of Tiers of Beams <i>Three</i>
		Do. do. Main Deck Beams <i>21.2</i>			

Dimensions of Ship per Register, length, *400.2* breadth, *42.6* depth, *31.4*

KEEL, depth and thickness <i>9 x 3 7/8</i>	Inches in Ship <i>9 x 3 7/8</i>	Inches per Rule <i>9 x 3 7/8</i>	PLATES in Garboard Strakes, br'dth & thickness <i>36 23 36 23</i>	Inches in Ship <i>36 23</i>	Inches per Rule <i>36 23</i>
STEM, moulding and thickness <i>8</i>	<i>8</i>	<i>8</i>	From Garboard to upper part of Bilges <i>21 21</i>	<i>21</i>	<i>21</i>
STERN POST for Rudder do. do. <i>Sam.</i>	<i>Sam.</i>	<i>Sam.</i>	Of d'bling at Bilge, or increased thickness, and length applied <i>1 1/2 in. 1/2 in.</i>	<i>21</i>	<i>21</i>
" " for Propeller <i>Sam.</i>	<i>Sam.</i>	<i>Sam.</i>	From up. prt of Bilge to l. edge of Sh' strake <i>21 21</i>	<i>21</i>	<i>21</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft <i>24</i>	<i>24</i>	<i>24</i>	Main Sheerstrake, breadth and thickness <i>40 23 40 23</i>	<i>40</i>	<i>23</i>

FRAMES, Angle <i>Steel</i> for 1/2 length amidships <i>5 1/2 3 1/2 13 5 1/2 3 1/2 13</i>	Inches in Ship <i>5 1/2 3 1/2 13</i>	Inches per Rule <i>5 1/2 3 1/2 13</i>	Butt Straps to outside plating, breadth & thickness <i>19 1/2 in. 4 x 27 1/2 20 3/4</i>	<i>19 1/2</i>	<i>27 1/2</i>
Do. for 1/2 at each end <i>Sam.</i>	<i>Sam.</i>	<i>Sam.</i>	Lengths of Plating <i>Seven spaces</i>	<i>Seven</i>	<i>spaces</i>
REVERSED FRAMES, Angle <i>Steel</i> <i>3 1/2 3 1/2 13 3 1/2 3 1/2 13</i>	<i>3 1/2 3 1/2 13</i>	<i>3 1/2 3 1/2 13</i>	Shifts of Plating, and Stringers <i>Two spaces</i>	<i>Two</i>	<i>spaces</i>
FLOORS, depth and thickness of Floor Plate mid line for half length amidships <i>25 1/2 16 25 1/2 16</i>	<i>25 1/2 16</i>	<i>25 1/2 16</i>	Gunwale Plate on ends of <i>Keezing, 2 in. 2 in.</i>	<i>58</i>	<i>20</i>

AMS, Upper, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Upper Deck Beams, breadth and thickness <i>58 15 58 15</i>	<i>58</i>	<i>15</i>
AMS, Main, or Middle Deck <i>Steel</i> <i>10 1/2 16 10 1/2 16</i>	<i>10 1/2 16</i>	<i>10 1/2 16</i>	Is the Stringer Plate attached to the outside plating? <i>Yes</i>	<i>Yes</i>	<i>Yes</i>
AMS, Lower Deck <i>Steel</i> <i>10 1/2 16 10 1/2 16</i>	<i>10 1/2 16</i>	<i>10 1/2 16</i>	Angle <i>Steel</i> on ditto, No. <i>Sam. chokes</i>	<i>4 x 4 x 15</i>	<i>4 x 4 x 15</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Stringer or Tie Plates, outside Hatchways <i>20 15 20 15</i>	<i>20</i>	<i>15</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	Flat of Lower Deck <i>White Pine</i>	<i>3</i>	<i>3</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Ceiling betwixt Decks, thickness and material <i>Battens</i>	<i>Battens</i>	<i>Battens</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	Main piece of Rudder, diameter at head <i>2 1/2 2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Can the Rudder be unshipped afloat? <i>Yes</i>	<i>Yes</i>	<i>Yes</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	Bulkheads No. <i>7</i> No. per Rule <i>5</i>	<i>7</i>	<i>5</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Thickness of <i>7/16 + 9/16 Iron</i>	<i>7/16 + 9/16</i>	<i>Iron</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Height up <i>2 1/2</i> to upper deck 5 to main deck	<i>2 1/2</i>	<i>5</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" How secured to sides of ship <i>Double frames</i>	<i>Double</i>	<i>frames</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Size of Vertical Angle Irons <i>3 1/2 x 3 1/2 x 1/2</i>	<i>3 1/2 x 3 1/2 x 1/2</i>	<i>and distance apart 30 ins.</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	<i>Yes</i>	<i>Yes</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	Riveted through plates with <i>7/8 in. Rivets</i> , about <i>4</i> apart.	<i>7/8 in.</i>	<i>4</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	The REVERSED ANGLES <i>Steel</i> on floors and frames extend <i>from middle line to upper deck</i> and to <i>Main deck</i>	<i>from middle line to upper deck</i>	<i>Main deck</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i>	<i>Yes</i>	<i>And butts properly shifted? Yes</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	PLATING. Garboard, double riveted to Keel, with rivets <i>1 1/8 in. diameter</i> , averaging <i>5 1/2 ins.</i> from centre to centre.	<i>1 1/8 in.</i>	<i>5 1/2 ins.</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>1 in. diameter</i> , averaging <i>4 ins.</i> from centre to centre.	<i>1 in.</i>	<i>4 ins.</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8 in. diameter</i> , averaging <i>3 1/2 ins.</i> from centre to centre.	<i>7/8 in.</i>	<i>3 1/2 ins.</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Butts of <i>All</i> Strakes <i>at 3/4</i> length, treble riveted with Butt Straps <i>3/16</i> thicker than the plates they connect.	<i>3/16</i>	<i>thicker than the plates they connect.</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Edges from Bilge to Main Sheerstrake, worked clencher, double <i>or single</i> riveted; with rivets <i>7/8 in. diameter</i> , averaging <i>3 3/4 ins.</i> from cr. to cr.	<i>7/8 in.</i>	<i>3 3/4 ins.</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8 in. diameter</i> , averaging <i>3 1/2 ins.</i> from cr. to cr.	<i>7/8 in.</i>	<i>3 1/2 ins.</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Edges of Main Sheerstrake, double <i>or single</i> riveted.	<i>double or single riveted.</i>	<i>double or single riveted.</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Butts of Main Sheerstrake, <i>double</i> riveted for <i>1/2</i> length amidships. Butts of Upper or <i>Lower</i> Stringer Plate, treble riveted for <i>1/2</i> length.	<i>double</i>	<i>1/2 length</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	" Butts of Main Stringer Plate, treble riveted for <i>1/2</i> length amidships. Butts of Upper or <i>Lower</i> Stringer Plate, treble riveted for <i>1/2</i> length.	<i>1/2 length</i>	<i>1/2 length</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	" Breadth of laps of plating in double riveting <i>6 1/2 x 5 1/4</i> Breadth of laps of plating in single riveting <i>6 1/2 x 5 1/4</i>	<i>6 1/2 x 5 1/4</i>	<i>6 1/2 x 5 1/4</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double <i>or single</i> Riveted? <i>Yes</i>	<i>Yes</i>	No. of Breasthooks, <i>7</i> Crutches, <i>5</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	What description of <i>Steel</i> is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Steel made by Steel</i>	<i>Steel made by Steel</i>	<i>6 1/2 of cutlark</i>

AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	Inches in Ship <i>9 5 1/4 14</i>	Inches per Rule <i>9 5 1/4 14</i>	Manufacturer's name or trade mark, <i>Halliday & Blachain Steel</i>	<i>Halliday & Blachain Steel</i>	<i>6 1/2 of cutlark</i>
AMS, <i>Steel</i> or <i>Iron</i> <i>9 5 1/4 14 9 5 1/4 14</i>	<i>9 5 1/4 14</i>	<i>9 5 1/4 14</i>	The above is a correct description, <i>Yes</i>	<i>Yes</i>	<i>Yes</i>

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 *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 Material and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Four Iron Pole Masts Fore Main Square rigged*

Fore Mast hnt to hounds *94.0 x 28 x 7/16 to 4/16 at head* *Three plates in the round*
Main Mast " " *94.0 x 28 x 7/16 to 4/16* " *edges double butt tuble and*
Mizen Mast " " *76.3 x 24 x 6/16 to 3/16* " *double riveted. Dealt at Wedge*
Jigger Mast " " *69.4 x 30 x 6/16 to 3/16* " *Fore & Main Yards 65.0 x 16 x 5 1/2*

NUMBER for EQUIPMENT 39427		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtot.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtot.
SAILS.												
N ^o .	Chain	300	2 1/4	91.2.2.0	300.2 1/2	76 5/10	Bower Anchors		45.0.20	39.8.0.14	40.0.0	35 1/2
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Top Sails,	Iron Stream Chain	90	1 5/16	90.1.3 1/4				3	43.0.8	37.19.1.14	40.0.0	35 1/2
Fore Topmast Stay Sails,	or Hempen Strm Cable								38.2.17	34.19.1.14	34.0.0	31 1/2
Main Sails,	Towline, Hemp.											
Main Top Sails,	or Steel Wire	120	4 1/2	39 Tons	120-4 1/2	Steel Wire						
	Hawser	90	10	18	90-10		Stream Anchor		13.3.9	15.10.1.7	12.0.0	13 1/2
	Warp	90	10	18	90-10		Kedge		6.1.23	8.15.0.0	6.0.0	8 5/20
	quality	180	7 1/2		90-9		2nd Kedge		3.1.12	5.16.2.7	3.0.0	5 10/20

Standing and Running Rigging *Good* 180 4 sufficient in size and *Good* in quality. She has *6 Sails* *Yards* *Boat* and *2 Others*

The Windlass is *Napier's Steam* Capstan *4 Steam* and Rudder *Good* Pumps *As approved*

Engine Room Skylights. How constructed? *Teak on Iron Comings* How secured in ordinary weather? *Bolts &*

What arrangements for deadlights in bad weather? *Tarpauline Covers*

Coal Bunker Openings. How constructed? *Hatches & Scuttles* How are lids secured? *Self locking to hatch* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *8 Scuppers and 6 Open rail*
Gangways on each side

Cargo Hatchways. How formed? *Iron Comings*

State size *Main Hatch* *No 1* *11.9 x 9.0* *No 2* *20.0 x 11.2* *No 3* *11.10 x 10.1* *No 4* *11.10 x 10.1* *Quarter hatch*

If of extraordinary size, state how framed and secured? *Usual Sign*

What arrangement for shifting beams? *Web plates & Shifting Beams*

Hatches, If strong and efficient? *Yes. Solid*

Order for Special Survey No. *332*

Date *7 Sept 1882*

Order for Ordinary Survey No. *105*

Date *105*

No. *105* in builder's yard.

State dates of letters respecting this case

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 *Nov 15. 16. 20. 21. 24. 29. Dec 5. 13. 14. 15. 22. 1882*
2nd. On the plating during the process of riveting *Jan 8. 9. 14. 24. Feb 6. 19. 21. 22. 23. 24. March*
3rd. When the beams were in and fastened, and before the decks were laid... *6. 8. 14. 15. 21 April 4. 11. 16. 17. 20. 26 May*
4th. When the ship was complete, and before the plating was finally coated or cemented... *4. 12. 22 June 1. 12. 20. 25. 26. 29. July*
5th. After the ship was launched and equipped *11. 20. 25. 30. Aug 15. 22. 25. 28. 29. 30. 31 Sep 1. 5. 18 1883.*

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

The Workmanship is very good. She is constructed in accordance with the approved drawings attached and Committee's letter of the 14th & 15th September and 6th & 10 October 1882. The Web frames in Engine & Boiler Space extend to upper deck and an intercostal stunger is fixed between Main & Upper deck extending 3/4 Netels length Amudships form of double angles 5 1/2 x 3 1/2 x 1/32 and plate 10 x 5/16 attached to outside plates. A Water Ballast tank is fitted in after hold and dup tank between Engine & Boiler Tanks tested prior to launching and proved satisfactory.

The steel used in her construction has been tested as required, and garboard strakes, sheerstrakes, stunger plates and butt straps above 5/16 have been annealed after punching. The Vessel was seen by the Visitation Committee on 4th September when nearly completed. Tonnage 47.0 Bridge Deck 169.0 House on Bridge 52.0 x 12.2 Deck Area aft 26.0

State if one, two, or three decked vessel, or if span, or masting decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed *100 A. "True Steels" (Steel)*

The amount of the Entry Fee£ 5 : 0 : 0 is received by me,

Special£ 120 : 10 : 0 *5 Sept 1883*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

FRIDAY 14 SEPT 1883

18

Character assigned

100 B

L.A.D.R.

L.M.B.

Steel

3 Decks (2 Steel)

Surveyor to Lloyd's Register of British and Foreign Shipping

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