

IRON SHIP.

180449 Rev 24/11/74

No. 3958 Survey held at Glasgow Date, First Survey 31st March Last Survey 16th Nov 1874

On the Twin S.S. Meiji Maru Master Brown

TONNAGE under Tonnage Deck 998.75
HALF BREADTH (moulded) 15.00
DEPTH from upper part of Keel to top of Upper Deck Beams 15.125
GIRTS of Half Midship Frames (as per Rule) 24.30
1st NUMBER 54.425
1st NUMBER, if a THREE-DECKED VESSEL [educt 7 feet]
LENGTH 223
2nd NUMBER 12136
PROPORTIONS— Breadths to Length 7.43
 Depths to Length— Upper Deck to Keel
 Main Deck ditto 14.74

Built at Glasgow
 When built 1874 Launched 26th Sept. 1874
 By whom built R. Napier & Sons
 Owners Japanese Government
 Port belonging to Japan
 Destined Voyage Japan, to be engaged in high sea service as a transport
 Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule	Fect. Inches.	BREADTH—Moulded	Fect. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Fect. Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid Joists	N ^o . of Tiers of Beams
223	—	30	—	22	—	280	—	Two	Two
Dimensions of Ship per Register, length, 240.3 breadth, 29.4 depth, 21.7									
KEEL , depth and thickness	8 x 2 3/8		8 x 2 3/8		8 x 2 3/8				
STEM , moulding and thickness	7 x 2 3/8		7 x 2 3/8		7 x 2 3/8				
STERN-POST for Rudder do. do. for Propeller	7 x 2 3/8		7 x 2 3/8		7 x 2 3/8				
Distance of Frames from moulding edge to moulding edge, all fore and aft	22		22		22				
FRAMES , Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	3 1/2 x 3		3 1/2 x 3		3 1/2 x 3				
REVERSED FRAMES , Angle Iron	2 1/2 x 2 1/2		2 1/2 x 2 1/2		2 1/2 x 2 1/2				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/4 the half-bdth. as per Rule height extended at the Bilges	18 1/2 x 7		18 1/2 x 7		18 1/2 x 7				
BEAMS , Upper Spar, on Awaiting Deck Single or double Angle Iron, Plate or Tee Bulb Iron Average space	2 1/4 x 5		2 1/4 x 5		2 1/4 x 5				
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Average space	7 1/2 x 7		7 1/2 x 7		7 1/2 x 7				
BEAMS , Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Average space	3 x 5		3 x 5		3 x 5				
KEELSONS Centre line, single or double plate, for or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	13 x 10		13 x 10		13 x 10				
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	4 1/2 x 7		4 1/2 x 7		4 1/2 x 7				
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	4 1/2 x 7		4 1/2 x 7		4 1/2 x 7				
SIDE STRINGER Angle Irons	4 1/2 x 7		4 1/2 x 7		4 1/2 x 7				
Transoms, material. Knight-heads. Hawse Timbers.	Iron & Teak		Iron & Teak		Iron & Teak				
Windlass	Napier's Patent		Pall Bitt		Pall Bitt				

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 above Hold Stringer and to above 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 1/2 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 4 ins. from centre to centre.

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

Butts of ~~Strake~~ Strakes at Bilge for half length, treble riveted with Butt Straps thicker than the plates they connect.

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

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

Edges of Main Sheerstrake, double riveted. Upper Sheerstrake, double 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 6 in. Breadth of laps of plating in single riveting 4 in.

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

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

Beams of the various Decks, how secured to the sides? Iron bands down No. of Breasthooks, Six Crutches, Three

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

Manufacturer's name or trade mark, Messrs. Clifton, Blackburn

The above is a correct description.

Builder's Signature, R. Napier & Sons Surveyor's Signature, Saml. Laphoon

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 13649 Iron
 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 Schooner Rigged
Fore Mast of Iron two plates in the Circle 7 1/2 double riveted edge, double & tulle butts
Main Mast, Pitch Pine 66 x 16
Bowsprit do 30 x 13

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
								Bowers	Stream					
	Fore Sails,	Chain	240	1 1/2	40 10/20	240 x 18 1/2	40 20	1	20.3.12	1	21 1/20	21	21 1/20	21 1/20
	Fore Top Sails,	Chain						1	21.0.14	1	21 1/20	21	21 1/20	21 1/20
	Fore Topmast Stay Sails	Chain						1	18.1.7	1	19 7/20	17.3.11	18 1/20	18 1/20
	Main Sails,	Hmpn Strm Cbl	90	5/16	90 15/16	90 15/16	90 15/16		9.1.0		9 16/20	9	9 16/20	9 16/20
	Main Top Sails,	Hmpn Strm Cbl	90	5/16	90 15/16	90 15/16	90 15/16		4.2.13		6 1/20	4 1/2	4 1/2	4 1/2
	Warp	Warp	90	5/16	90 15/16	90 15/16	90 15/16		2.1.9		4 7/20	2 1/4	2 1/4	2 1/4

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has five Boats and one Steam Launch
 The Windlass is Good Capstan Good and Rudder Good Pumps Good and efficient
 Engine Room Skylights.—How constructed? Plate & angle iron & cast How secured in ordinary weather? By Bars
 What arrangements for deadlights in bad weather? Thick glass, bars & panes
 Coal Bunker Openings.—How constructed? Circular castings How are lids secured? Locked Height above deck? Flush
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Flush deck

Cargo Hatchways.—How formed? Plate and angle iron
 State size Main Hatch 7'4" x 7'0" Forehatch 7'4" x 6'0" Quarterhatch —
 If of extraordinary size, state how framed and secured? —
 What arrangement for shifting beams? —
 Hatches, if strong and efficient? Yes

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES OF SURVEYS held while building as per Section 18.
	<u>March 27/74</u>			<u>337</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought <u>1874 - 23rd April 30th May 19th 25th 30th.</u>
					2nd. On the plating during the process of riveting <u>June 2nd 9th 12th 17th 19th 23rd 26th.</u>
					3rd. When the beams were in and fastened, and before the decks were laid... <u>July 2nd 8th 11th 15th 30th Aug 3rd 17th.</u>
					4th. When the ship was complete, and before the plating was finally coated or cemented... <u>Aug 14th 18th 28th Sept. 1st 8th 9th 21st 26th.</u>
					5th. After the ship was launched and equipped <u>Oct 13th 15th 26th Nov 3rd 7th 10th 16th.</u>

General Remarks (State quality of workmanship, &c.)
 The workmanship is of good quality, built in accordance with the sketch of midship section herewith approved by Secretary's Letter of 3rd March 1874 and in general conformity with the Rules with a view to the grade contemplated

It is respectfully submitted she is eligible to be classed as recommended

Errections on deck—Companions aft 26 x 9 x 7.0, midship house 59 x 10 comprising Boiler casing, Wheel House, Chart Room, two companions & galley—two closets at side under bridge

State if one, two, or three, decked vessel, or if spar, or running decked; and the lengths of poop, forecabin, or cutter 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 Spar decked

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, 23/4 Saml. Laphorn
 Special ... £ 49 : 19 : 0 Nov 1874
 Certificate ... Gratis

Committee's Minute 24th November 1874

Character assigned 100 A 1 Spar Decked
M.C. J.P.B.