

IRON SHIP.

No. 5000 Survey held at Dumbarton Date, First Survey 25th Aug Last Survey 26th Dec 1879
 On the Sh for "Jose Perez" Master H Shumacker

TONNAGE under Tonnage Deck 357 77
 Ditto of Third, Spar, or Awaiting Deck }
 Ditto of Poop, or } 49 34
 Ditto of Houses } 2 47
 Ditto of Forecastle } 21 40
 Gross Tonnage 437 06
 Less Crew Space
 Less Engine Room 139 86
 Register Tonnage } 297 20
 as out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 12 0
DEPTH from upper part of Keel to top of Upper Deck Beams 14 37
GIRTH of Half Midship Frame (as per Rule) 23 86
1st NUMBER 3703
1st NUMBER, if a 3 DECKED VESSEL, deduct 1 feet
LENGTH 164 9
2nd NUMBER 8249 94
PROPORTIONS—Breadths to Length 6 87
 Depths to Length—Upper Deck to Keel 11 57
 Main Deck ditto

Built at Dumbarton
 When built 1879 Launched 20th Nov
 By whom built R Chambers
 Owners J Perez R Chambers Jr
 Port belonging to Harrod Glasgow
 Destined Voyage Wm Cardiff, Fern
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 164 9 **BREADTH**—Moulded 24 **DEPTH** top of Floors to Upper Deck Beams 13 2 **Power of Engines** 58 **Horse** 58 **Nº. of Decks with flat laid** 1
 Do. do. Main Deck Beams 13 2 **Nº. of Tiers of Beams** 1

Dimensions of Ship per Register, length, 166 breadth, 24 13 depth, 13 15

	Inches in Ship.			Inches per Rule.			Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.				
KEEL , depth and thickness	<u>7 1/2</u>	<u>12</u>		<u>7 1/2</u>	<u>12</u>		<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
STEM , moulding and thickness	<u>7 1/2</u>	<u>12</u>		<u>7 1/2</u>	<u>12</u>		<u>1 1/2</u>	<u>8 6</u>	<u>8 6</u>	<u>8 6</u>
STERN-POST for Rudder do. do.	<u>6 1/2</u>	<u>4</u>		<u>6 1/2</u>	<u>4</u>		<u>1 1/2</u>	<u>8 6</u>	<u>8 6</u>	<u>8 6</u>
" for Propeller	<u>6 1/2</u>	<u>4</u>		<u>6 1/2</u>	<u>4</u>		<u>1 1/2</u>	<u>8 6</u>	<u>8 6</u>	<u>8 6</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>			<u>21</u>			<u>33</u>	<u>10 9</u>	<u>33</u>	<u>10</u>
FRAMES , Angle Iron, for 3/4 length amidships	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>				
D. for 1/2 at each end	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>5</u>				
REVERSED FRAMES , Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>14</u>	<u>6</u>	<u>14</u>	<u>14</u>	<u>6</u>	<u>14</u>				
thickness at the ends of vessel		<u>5</u>			<u>5</u>					
depth at 3/4 the half-bdth. as per Rule	<u>7</u>		<u>7</u>	<u>7</u>		<u>7</u>				
height extended at the Bilges	<u>20</u>		<u>20</u>	<u>20</u>		<u>20</u>				
BEAMS , Upper, Spar, or Awaiting Deck	<u>6</u>	<u>5</u>	<u>5 1/2</u>	<u>6</u>	<u>5</u>	<u>5 1/2</u>				
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>				
Single or double Angle Iron on Upper edge	<u>4 1/2</u>		<u>4 1/2</u>	<u>4 1/2</u>		<u>4 1/2</u>				
Average space										
BEAMS , Main or Middle Deck										
Single or double Angle Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron, on Upper Edge										
Average space										
BEAMS , Lower Deck, Hold, or Orlop										
Single or double Angle Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<u>11</u>	<u>9</u>	<u>11</u>	<u>11</u>	<u>9</u>	<u>11</u>				
Rider Plate	<u>7</u>	<u>9</u>	<u>7 1/2</u>	<u>7</u>	<u>9</u>	<u>7 1/2</u>				
Bulb Plate to Intercostal Keelson	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>				
Angle Irons			<u>4</u>			<u>4</u>				
Double Angle Iron Side Keelson										
Side Intercostal Plate										
do. Angle Irons	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>5</u>				
Attached to outside plating with angle iron										
BILGE Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>				
do. Bulb Iron	<u>6</u>	<u>5</u>	<u>5 1/2</u>	<u>6</u>	<u>5</u>	<u>5 1/2</u>				
do. Intercostal plates riveted to plating for length										
BILGE STRINGER Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>				
Intercostal plates riveted to plating for stringer plate whole length	<u>12</u>	<u>7</u>	<u>12</u>	<u>12</u>	<u>7</u>	<u>12</u>				
SIDE STRINGER Angle Irons										

Flat Keel Plates, breadth and thickness

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied

fm up part of Bilge to lr. edge of Sh'rstrake.

Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.

Up or Spar Dk. Sh'rstrake, breadth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating

Shifts of Plating, and Stringers

Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness

Angle Iron on ditto

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs

Planksheer material and scantling

Waterways do. do.

Flat of Upper Deck do. do.

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates on Beams, No. of pairs

Waterways materials and scantlings

Flat of Middle Deck do. do.

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No.

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck

Ceiling betwixt Decks, thickness and material

in hold do. do.

Main piece of Rudder, diameter at head

do. at heel

Can the Rudder be unshipped afloat?

Bulkheads No. 4 Thickness of

Height up

How secured to sides of ship

Size of Vertical Angle Irons

Are the outside Plates doubled two spaces of Frames in length?

Transoms, material. Knight-heads. Hawse Timbers. Plating doubled
 Windlass Iron Pall Bitt

The **FRAMES** extend in one length from Keel to Deck Stringers 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 & top of fore & aft stringers and to top of bilge 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.
 Butts of me Strakes at Bilge for 1/2 length, double riveted with Butt Straps 1/2 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.
 Breadth of laps of plating in double riveting 4 3/4 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Middle line keelson treble Sheerstrake double
 Waterway, how secured to Beams Gutter Waterway (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Large bracket knees No. of Breasthooks, 2 Crutches, 2
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton Iron 04
 Manufacturer's name or trade mark, Stockton Iron Co. Consett

The above is a correct description.
 Builder's Signature, Robert Chambers Jr Surveyor's Signature, H Shumacker
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*
 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? *Single pieces*
 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? *Very 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 Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

2 The Masts of Pitch Pine

NUMBER for EQUIPMENT SAILS.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.		No.	Weight Ex. Stock.	Test per Certificate	Wt req'd per Rule.	Machine where Tested & Supplied.
						Bower Anchors	Stream					
Chain	104	1 1/2	34. E. E. 22. 15-0	195	1 1/2			C ⁿ	10.0.16	12.4.1.14	10	LPHN No 8689
Fore Sails,	90.5		LPHN Nos 7945-7957	D 9 Lewis				T ⁿ	10.0.2	12.2.0.21	10	8706
Fore Top Sails,	60 1/2	3/4	15. E. E. 11. E. E.	LPHN 7950				R ^s	8.1.7	10.10.0.0	2 1/2	8699
Fore Topmast Stay Sails,	73	0 1/2							28.1.25			
Main Sails,	4	0 1/2		75	0 1/2			Stream	3.2.23	6.3.0.14		8707
Main Top Sails,	4	0 1/2		90	6 1/2			Kedge	1.3.1	4.7.0.21	1 1/2	8707
and	6	3 1/2						Ditto	0.3.0			

Standing and Running Rigging *Iron Sheeps* sufficient in size and *good* in quality. She has *3* Long Boats and
 The Windlass is *Iron good* Capstan *2 Winches* and Rudder *good* Pumps *good*
 Engine Room Skylights. How constructed? *in iron casing* How secured in ordinary weather? *by bolts*
 What arrangements for deadlights in bad weather? *Gratings*
 Coal Bunker Openings. How constructed? *flush deck* How are lids secured? *lockings* Height above deck? *flush*
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea?
2 Water ports 3 Scuppers and 2 Mousing pipes each side
 Cargo Hatchways. How formed? *Iron comings*
 State size Main Hatch *10' 6" x 7'* Quarterhatch *8' 6" x 7'*
 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.	in builder's yard.	DATES of Surveys held while building as per Section 16.
						1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>Aug 25. 28 Sept 11. 22 29 Oct 6. 13. 16. 20</i>
						2nd. On the plating during the process of riveting } <i>27. 30. Nov 3. 6. 10. 14. 17. 20. 24. 27</i>
						3rd. When the beams were in and fastened, and before the decks were laid... } <i>Dec 1. 8. 11. 15-22. 26. 1897</i>
						4th. When the ship was complete, and before the plating was finally coated or cemented.. }
						5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.)
The workmanship is good she is built in accordance with the appended and approved midship sections and plans. The keelson being provided to suit - bows with and trade requirements
The alteration shown in the ownership &c is made on account of its having been arranged to transfer the vessel to Mr Perry on her arrival at Feroe.

State if one, two, or three decked vessel, or if spar, or running decked, and the lengths of poop, fore-castle, 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 *+100A*
 The amount of the Entry Fee ... £ 5 : : is received by me, *Dec 27/97*
 Special ... £ 21 : 17 : Dec 1879
 Certificate ... *Smith*

Committee's Minute *30th Dec 1879*
 Character assigned *100A*
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 This vessel appears eligible to be classed as recommended by - 100A
 (The Lloyd's Register Foundation)

The Surveyors are requested not to write on or below the space for Committee's Minute.

de moqador
(ex Jose Peres)

buil Dunbarson

1879.

(11/10/36)



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