

IRON SHIP.

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

TONNAGE under Tonnage Deck 357 77
Ditto of Third, Spar, or Awaiting Deck. 48 34
Ditto of Poop, or 2 47
Ditto of Houses on Deck 21 40
Gross Tonnage 437 06
Less Crew Space 139 86
Register Tonnage as out on Beam 297 20

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 37 03
1st NUMBER, if a 3 DECKED VESSEL, deduct 1 feet
LENGTH 164 9
2nd NUMBER 64 9 24
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 Perro 2 Glasgow
Destined Voyage Ind. Cardiff, Funch
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 164 9 **BREADTH** Moulded 24 13 **DEPTH** top of Floors to Upper Deck Beams 13 15 **Power of Engines** 58 **Horse** 58 **No. of Decks with flat laid** 1 **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.	Inches per Rule.
KEEL , depth and thickness	<u>7 1/2 x 13</u>	<u>7 1/2 x 13</u>		
STEM , moulding and thickness	<u>7 1/2 x 13</u>	<u>7 1/2 x 13</u>		
STERN-POST for Rudder do. do.	<u>6 1/2 x 4</u>	<u>6 1/2 x 4</u>		
" for Propeller	<u>6 1/2 x 4</u>	<u>6 1/2 x 4</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>		
FRAMES , Angle Iron, for 3/4 length amidships	<u>3 3 6</u>	<u>3 3 6</u>		
D. for 1/2 at each end	<u>3 3 5</u>	<u>3 3 5</u>		
REVERSED FRAMES , Angle Iron	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>		
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>14 6 14</u>	<u>14 6 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>		
height extended at the Bilges	<u>20</u>	<u>20</u>		
BEAMS , Upper, Spar, or Awaiting Deck	<u>6 3 5 1/2</u>	<u>6 3 5 1/2</u>		
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>2 1/2 2 1/2 5</u>	<u>2 1/2 2 1/2 5</u>		
Single or double Angle Iron on Upper edge	<u>4 2</u>	<u>4 2</u>		
Average space	<u>4 2</u>	<u>4 2</u>		
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 9 11</u>	<u>11 9 11</u>		
Rider Plate	<u>7 9 7 1/2</u>	<u>7 9 7 1/2</u>		
Bulk Plate to Intercostal Keelson	<u>3 1/2 3 6 3 1/2 3 6</u>	<u>3 1/2 3 6 3 1/2 3 6</u>		
Angle Irons	<u>4</u>	<u>4</u>		
Double Angle Iron Side Keelson				
Side Intercostal Plate				
do. Angle Irons	<u>3 3 5</u>	<u>3 3 5</u>		
Attached to outside plating with angle iron	<u>3 1/2 3 6 3 1/2 3 6</u>	<u>3 1/2 3 6 3 1/2 3 6</u>		
BILGE Angle Irons	<u>6 5 5 1/2</u>	<u>6 5 5 1/2</u>		
do. Bulb Iron				
do. Intercostal plates riveted to plating for length				
BILGE STRINGER Angle Irons	<u>3 1/2 3 6 3 1/2 3 6</u>	<u>3 1/2 3 6 3 1/2 3 6</u>		
Intercostal plates riveted to plating for				
Stringer plate whole length	<u>12 7</u>	<u>12 7</u>		
SIDE STRINGER Angle Irons				

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates , breadth and thickness	<u>30</u>	<u>9</u>	<u>30</u>	<u>9</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>1 1/4</u>	<u>0 6</u>	<u>0 6</u>	<u>0 6</u>
of doubling at Bilge, or increased thickness, and length applied	<u>1 1/4</u>	<u>0 6</u>	<u>0 6</u>	<u>0 6</u>
fm up. part of Bilge to l. edge of Sh'rstrake.	<u>1 1/4</u>	<u>0 6</u>	<u>0 6</u>	<u>0 6</u>
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>33</u>	<u>10 9</u>	<u>33</u>	<u>10</u>
Up. or Spar Dk. Sh'rstrake, breadth & thickness	<u>14 1/2</u>	<u>9 1/2</u>	<u>14 1/2</u>	<u>11 1/2</u>
Butt Straps to outside plating, breadth & thickness	<u>7 1/2</u>	<u>2</u>	<u>7 1/2</u>	<u>2</u>
Lengths of Plating	<u>7 1/2</u>	<u>2</u>	<u>7 1/2</u>	<u>2</u>
Shifts of Plating, and Stringers	<u>3 0</u>	<u>7</u>	<u>3 0</u>	<u>7</u>
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<u>3 1/2</u>	<u>5 6</u>	<u>3 1/2</u>	<u>5 6</u>
Angle Iron on ditto	<u>8</u>	<u>7</u>	<u>8</u>	<u>7</u>
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
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	<u>2 1/2</u>	<u>RD</u>	<u>2 1/2</u>	<u>RD</u>
" in hold do. do.				
Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>2 1/2</u>	<u>4 1/2</u>	<u>2 1/2</u>
do. at heel				
Can the Rudder be unshipped afloat?	<u>Yes</u>		<u>Yes</u>	
Bulkheads No. <u>4</u> Thickness of <u>6 1/2</u>				
" Height up <u>Main deck</u>				
" How secured to sides of ship <u>Double frames</u>				
" Size of Vertical Angle Irons <u>2 1/2 2 1/2 5</u> and distance apart <u>30</u> ins.				
" Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>				

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 frames 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 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of me Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 16 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 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
Waterway, how secured to Beams Gutter Waterway (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Forged 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 Co.
Manufacturer's name or trade mark, Stockton Iron Co.

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.

Are the butts of plating planed or otherwise fitted?

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*

Do any rivets break into or through the seams or butts of the plating? *Very few*

Masts, Bowsprit, Yards, &c., are new 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 Pole Mast of Pitch Pine

Standing and Running Rigging *fine heavy* sufficient in size and *good* in quality. She has *3* Long Boats and

The Windlass is *low 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? *How deck* How are lids secured? *lockings* Height above deck? *4 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?
1 Water pump 3 Scuppers and 2 Muzzing pipes each side

Cargo Hatchways.—How formed? *See comments*
State size Main Hatch *10' 6" x 7' Floor hatch* Quarterhatch *8' 6" x 7'*

If of extraordinary size, state how framed and secured? _____

Hatches. If strong and efficient? *Yes*

Order for Special Survey No. <u>1433</u>	DATES OF SURVEYS held while building was per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Aug 23. 24 Sept 11. 22 29. Oct 6. 13. 16. 20</u>
Date <u>Aug 23. 24</u>		2nd. On the plating during the process of riveting	<u>27. 30. Nov 3. 6. 10. 14. 17. 20. 24. 27</u>
Order for Ordinary Survey No. <u>1434</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Dec 1. 2. 11 13-22. 26. 1897</u>
Date <u>Dec 1. 2</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
<u>Dec 1. 2</u> in builder's yard.		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 Indulship section and plans. The tanks being provided to suit - bonus work and trade requirements

The alteration shown in the Ownership &c is made in account of its having been arranged to transfer the vessel to Mr Perry on her arrival at Ferro.

~~State, if one, two, or three decked vessel, or if span, or arming deck, and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom~~

I am of opinion this Vessel should be Classed

The amount of the Entry Fee£ 5 : 7 : 6 is received by me,)

Special ... £21:14:6 Dec 1879

Certificate
(Travelling Expenses, if any, £ 5. 5.)

Committee's Minute

Character assigned

Surveyor to Lloyd's Register of British and Foreign Shipping

This vessel appears eligible to be
 classed as recommended only - 100.0
 ("One Lk. Foreign")

de moqador
(ex Jose Peres)

built Dunbarson
1879.

(11/10/36)



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Lloyd's Register
Foundation

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