

IRON SHIP.

No. 5009 Survey held at Dumbarton Date, First Survey 25th Aug Last Survey 26th Dec 1879
 On the SS Jose Perez Now MOGADOR Master H Shumacker

TONNAGE under Tonnage Deck 357 77
 Ditto of Third, Spar, or Aft Deck 49 34
 Ditto of Poop, or Raised Q. Dk. 2 47
 Ditto of Houses on Deck 21 40
 Ditto of Forecastle 437 06
 Gross Tonnage 437 06
 Less Crew Space 139 86
 Register Tonnage as cut 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 3703
 1st NUMBER, if a 3 DECKED VESSEL, deduct 7 feet
 LENGTH 166 9
 2nd NUMBER 849 94
 PROPORTIONS—Breadths to Length 6 87
 Depths to Length—Upper Deck to Keel 11 37
 Main Deck ditto 11 37

Built at Dumbarton
 When built 1879 Launched 20th Dec
 By whom built R Chambers Jr
 Owners J Perez R Chambers Jr
 Port belonging to Harrold Glasgow
 Destined Voyage Ind. Cardiff. Fenn
 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 55 Horse. 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 1 1/2</u>	<u>7 1/2 x 1 1/2</u>		
STEM, moulding and thickness	<u>7 1/2 x 1 1/2</u>	<u>7 1/2 x 1 1/2</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</u>	<u>3</u>	<u>6</u>	<u>3</u>
D. for 1/2 at each end	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>
REVERSED FRAMES, Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</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>6</u>
thickness at the ends of vessel		<u>5</u>		<u>5</u>
depth at 3/4 the half-bdth. as per Rule	<u>20</u>	<u>7</u>	<u>20</u>	<u>7</u>
height extended at the Bilges	<u>6</u>	<u>5</u>	<u>5 1/2</u>	<u>5</u>
BEAMS, Upper, Spar, or Aft Deck	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>
BEAMS, Main, or Middle Deck	<u>11</u>	<u>9</u>	<u>11</u>	<u>9</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>9</u>	<u>7 1/2</u>	<u>9</u>
BEAMS, Lower Deck, Hold, or Orlop	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
BEAMS, Centre line, single or double plate, box, or Intercoastal, Plates	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Rider Plate	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Bulb Plate to Intercoastal Keelson	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Double Angle Iron Side Keelson	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Side Intercoastal Plate	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
do. Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
BILGE Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
do. Bulb Iron	<u>6</u>	<u>5</u>	<u>5 1/2</u>	<u>5</u>
do. Intercoastal plates riveted to plating for length	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>
BILGE STRINGER Angle Irons	<u>12</u>	<u>7</u>	<u>12</u>	<u>7</u>
Intercoastal plates riveted to plating for Stringer plate whole length				
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 1/2</u>	<u>8</u>	<u>6</u>	<u>7 6</u>
of doubling at Bilge, or increased thickness, and length applied	<u>1 1/2</u>	<u>8</u>	<u>6</u>	<u>7 6</u>
fm up part of Bilge to l.r. edge of Sh'rstrake.	<u>1 1/2</u>	<u>8</u>	<u>6</u>	<u>7 6</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>33</u>	<u>10</u>	<u>9</u>	<u>38</u>
Up or Spar Dk Sh'rstrake, brdth & thickness	<u>14 1/2</u>	<u>11</u>	<u>6</u>	<u>14 1/2</u>
Butt Straps to outside plating, breadth & thickness	<u>14 1/2</u>	<u>11</u>	<u>6</u>	<u>14 1/2</u>
Lengths of Plating	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>
Shifts of Plating, and Stringers	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
Gunwale Plate on ends of Aft, Spar, or Upper Deck Beams, breadth and thickness	<u>3 1/2</u>	<u>5</u>	<u>6</u>	<u>3 1/2</u>
Angle Iron on ditto	<u>3 1/2</u>	<u>5</u>	<u>6</u>	<u>3 1/2</u>
Tie Plates fore and aft, outside Hatchways	<u>8</u>	<u>7</u>	<u>8</u>	<u>7</u>
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.	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Flat of Upper Deck do. do.	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
How fastened to Beams	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
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>2 1/2</u>
in hold do. do.				
Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>
do. at heel	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Can the Rudder be unshipped afloat?	<u>Yes</u>			
Bulkheads No. <u>4</u> Thickness of <u>6/16</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</u> <u>2 1/2</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 Iron

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, prop. & fore & aft and to Up 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 1/4 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 one Strake 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 1/4 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 whole 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 the rest double
 Waterway, how secured to Beams Gutter Waterway (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Angled 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. Consolidated

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

007342-007351-0293

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 Pole Masts of Pitch Pine

NUMBER for EQUIPMENT 9073		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		104	1 1/2	34. E. E. 22.15-0	195 1/2		Bower Anchors	C ⁿ	10.0.16	12.4.1.14	10	LPHN No. 880
N ^o .	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	T ⁿ	10.0.2	12.2.0.21	10	0702
Fore Sails,	Chain	90.5		194.5	LPHN No. 7941-7957	D 9 Lewis	LPHN.	R ^s	8.1.7	10.10.5.0	8 1/2	869
Fore Top Sails,	Iron Str'm Chain	60.1 1/2	3/4	15.2.2	LPHN 7950				20.1.25		20 1/2	
Fore Topmast	Ditto do.						Stream	C ⁿ	5.2.23	6.3.0.14	3 3/4	0707
Stay Sails,	Hmpn Strm Cbl	75	0 1/2		75 0 1/2		Kedge		1.3.1	4.7.0.21	1 3/4	0707
Main Sails,	Hawser ...		0 1/2		90 6 1/2		Ditto		0.3.0		3/4	
Main Top Sails,	Towlines ...		4 (3)									
and	Warp ...		3 1/2 (2)									
	quality											

Standing and Running Rigging *Iron Shroups* 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 bolt*

What arrangements for deadlights in bad weather? *Gratings*
Coal Bunker Openings. How constructed? *this 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 Mooring pipes each side

Cargo Hatchways. How formed? *Iron Cornings*

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. <i>1420</i>	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	<i>Aug 25. 20 Sept 11. 22 29. Oct 6. 13. 16. 20</i>
Date <i>Aug 25. 29. 4</i>		2nd. On the plating during the process of riveting	<i>27. 30. Nov 3. 6. 10. 14. 17. 20. 24. 27</i>
Order for Ordinary Survey No. <i>1421</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>Dec 1. 8. 11. 15-22. 26 1879</i>
Date <i>Dec 1. 8. 11. 15-22. 26 1879</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>7</i> 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 Workship section and plans. The canvas being provided to suit - Owners wish 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 Perez on her arrival at Ferrol.

State if one, two, or three decked vessel, or if spar, or acoring decked, and the lengths of poop, forecabin, 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 27th*

Special ... £ *21* : *14* : : Dec 1879

Certificate ... *British*

(Travelling Expenses, if any, £ *5.5*.)

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 viz - 100A
(One Dr. Tonnet, Bm)