

# IRON SHIP.

No. 5282 Survey held at Glasgow Date, First Survey 24 May Last Survey 27 Dec 1880  
On the S.S. "Camorta" (Two masts) Master L. J. Bergemann

TONNAGE under Tonnage Deck 1891.38  
Ditto of Hold, Spar, or Working Deck 95.06  
Ditto of Poop, or Bulkhead 54.35  
Ditto of Houses on Deck 50.30  
Ditto of Forecastle 2.78  
Gross Tonnage 2093.87  
Less Crew Space 71.46  
Less Engine Room 433.07  
Register Tonnage as cut on Beam 1589.34

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
OR AN UNDECKED VESSEL.  
HALF BREADTH (moulded) 17.5  
DEPTH from upper part of Keel to top of Upper Deck Beams 27.2  
GIRTH of Half Midship Frame (as per Rule) 41.0  
1st NUMBER 85.7  
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 7.0  
LENGTH 203.3  
2nd NUMBER 22.295  
PROPORTIONS—Breadths to Length 8.09  
Depths to Length—Upper Deck to Keel 10.41  
Main Deck ditto 14.56

Built at Glasgow  
When built 1880 Launched 16 Nov 1880  
By whom built Messrs. A. & J. Inglis  
Owners A. Gray & Co. S. Daves  
13 Abchurch Lane, London E.C. 4.  
Port belonging to Glasgow  
Destined Voyage Persian Gulf  
If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

LENGTH on deck as per Rule 283 Feet. 3 Inches. BREADTH—Moulded 35 Feet. 3 Inches. DEPTH top of Deck Beams to Upper Deck Beams 24 Feet. 2 1/2 Inches. Do. do. Main Deck Beams 16 Feet. 2 1/2 Inches. Power of Engines 200 Horse. N° of Decks with flat laid 3 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, 285.2 breadth, 35.2 depth, 24.15

KEEL, depth and thickness Side bars 10 x 1 1/8 Inches in Ship. 10 x 1 1/8 Inches per Rule.  
STEM, moulding and thickness 10 x 3 10 x 2 3/4  
STERN-POST for Rudder do. do. 10 x 5 1/2 10 x 5 1/2  
" " for Propeller 10 x 5 1/2 10 x 5 1/2  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24  
FRAMES, Angle Iron, for 2/3 length amidships 5 3 8 5 3 8  
Do. for 1/3 at each end 5 3 7 5 3 7  
REVERSED FRAMES, Angle Iron 3 1/2 3 8 3 1/2 3 8  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships Brackets as per approved sketch in fore, main & after holds, also in boiler space, solid floors & alternate frames with intermediate brackets in engine space  
thickness at the ends of vessel 10 x 3 10 x 2 3/4  
depth at 2/3 the half-bdth. as per Rule 10 x 5 1/2 10 x 5 1/2  
height extended at the Bilges 24 24  
BEAMS, Upper, Spar, or Working Deck Class 100 A  
Single or double Angle Iron, Plate on the Bulb Iron 7 1/2 7 7 1/2 7  
Single or double Angle Iron on Upper edge 3 3 7 3 3 7  
Average space 48" 48"  
BEAMS, Main or Middle Deck 8 1/2 8 8 1/2 8  
Single or double Angle Iron, Plate on the Bulb Iron 8 1/2 8 8 1/2 8  
Single or double Angle Iron on Upper Edge 3 3 7 3 3 7  
Average space 48" 48"  
BEAMS, Lower Deck, Main or Middle 8 1/2 8 8 1/2 8  
Single or double Angle Iron, Plate on the Bulb Iron 8 1/2 8 8 1/2 8  
Single or double Angle Iron on Upper Edge 3 3 7 3 3 7  
Average space 48" 48"  
KEELSONS Centre line, single or double plate, As approved  
Rider Plate 51 8  
Rider Plate to Intercoastal Keelson 3 1/2 3 1/2 8  
Angle Irons 3 1/2 3 1/2 8  
Double Angle Iron Side Keelson 3 3 7 3 3 7  
Side Intercoastal Plate longitudinal 3 3 7 3 3 7  
do. Angle Irons 3 3 7 3 3 7  
Attached to outside plating with angle iron 3 3 7 3 3 7  
BILGE Angle Irons at Margin plate 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
do. Rail Iron, Upper bottom 6 6  
do. Intercoastal plates riveted to Margin plate plating for 1/2 length 28 7  
BILGE STRINGER Angle Irons 6 4 9 6 4 9  
Intercoastal plates riveted to plating for 1/2 length 9 9  
SIDE STRINGER Angle Irons 6 4 9 6 4 9

Flat Keel Plates, breadth and thickness 36 12 1/2 11 36 12 1/2 11  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 10 1/2 9 10 1/2 9  
of doubling at Bilge, or increased thickness, and length applied 11 1/2 9 11 1/2 9  
fm upper part of Bilge to lower edge of Sheerstrake. Main Sheerstrake, breadth and thickness 40 13 1/2 10 40 13 1/2 10  
at Bilge at Sheerstrake, & length applied 16 1/2 11 1/2 9 1/2 16 1/2 11 1/2 9 1/2  
Up or Spanwise Strakes, breadth & thickness 14 1/2 9 14 1/2 9  
Butt Straps to outside plating, breadth & thickness 5 Straps  
Lengths of Plating 6 feet 2 Straps  
Shifts of Plating, and Stringers 40 1/2 9 40 1/2 9  
Gunwale Plate on ends of Upper Deck Beams, breadth and thickness 4 x 4 x 9 4 x 4 x 9  
Angle Iron on ditto Iron deck Iron deck  
The Plates forward of the outside Hatchways 6 to 5 6 to 5  
Diagonal Tie Plates on Beams, No. of pairs 16 16  
Ridder Plate, width and thickness Gutter  
Waterways do. do. 3" Teak 3" Teak  
Flat of Upper Deck do. do. Iron bolts and nuts  
How fastened to Beams 61 10 61 10  
Stringer Plate on ends of Main or Middle Deck Is the Stringer Plate attached to the outside plating? yes  
Beams, breadth and thickness 4 x 4 x 9 4 x 4 x 9  
Is the Stringer Plate attached to the outside plating? yes  
Angle Irons on ditto, No. 2 15 x 10 15 x 10  
Tie Plates, outside Hatchways Diagonal Tie Plates on Beams, No. of pairs none none  
Flat of Lower Deck do. do. 3" Y.P. 3"  
Waterways materials and scantlings How fastened to Beams Iron bolts and nuts  
Flat of Middle Deck do. do. 38 9 38 9  
How fastened to Beams Is the Stringer Plate attached to the outside plating? yes  
Stringer Plates on ends of Lower Deck, 4 x 4 x 9 4 x 4 x 9  
Upper Beams 15 x 9 15 x 9  
Is the Stringer Plate attached to the outside plating? yes  
Angle Irons on ditto, No. 2 3" Y.P. 3"  
Stringer or Tie Plates, outside Hatchways How fastened to Beams Iron bolts and nuts  
Flat of Lower Deck 38 9 38 9  
Ceiling between Decks, thickness and material 2 1/2 pine 2 1/2  
" in hold do. 7 1/2 7 1/2  
Main piece of Rudder, diameter at head 3 3/4 3 3/4  
do. at heel Can the Rudder be unshipped afloat? yes  
Bulkheads No. 5 Thickness of 7 1/2 6 7 x 6  
Height up 1 1/4 forward to U.D., 2 1/4 to M.D., 3 1/4 to U.D., 5 1/4 to U.D.  
How secured to sides of ship by double frames  
Size of Vertical Angle Irons 3 1/2 x 3 x 16 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? yes

Transoms, or aerial. Knight-heads. Hawse Timbers. iron  
Windlass Napier's patent (sketch) Pall Bitt ✓

The FRAMES extend in one length from Keel to bilge, thence to gunwale Riveted through plates with 7/8 x 3/4 in. Rivets, about 6" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main and to upper deck alternately and all to upper deck in engine and boiler space.  
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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 x 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 7/8 x 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps. 1/8 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 to 3 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Edges of Main Sheerstrake, double single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Rails of Upper or Spar Sheerstrake, double riveted — 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 5 1/2 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single Riveted ✓  
Waterway, how secured to Beams gutter (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? by knees No. of Breasthooks, 5 Crutches, deep floors  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Consell plates, Messend angle irons.

The above is a correct description.  
Builder's Signature A. & J. Inglis Surveyor's Signature, Sam. Lanthorn  
Mr. Macmillan. Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? planed 5282 lbs.  
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 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 iron masts with wood poles - schooner rigged  
Fore Mast 118-9 length extreme, 57-3 deck to bounds, 22 diar. at bounds, 2 plates in round, 8/16 at partners  
Main Mast 114-8 do. 61-9 do. 21 1/2 do. do. 8/16 do.  
Fore lower yard, 63 ft do. 11 1/2 diar. at partners, 2 plates in round, 4/16 thick at centre.

NUMBER for EQUIPMENT 25896		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
N <sup>o</sup> .	Chain	135	1 13/16	82 3/4	270-1 1/2	"Chester"	Bower Anchors	1	32-1-16	30-8-2-0	32	"Chester"
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 13/16	59 5/8	270-1 1/2	"Chester"	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	2	32-0-8	30-4-0-0	32	"Chester"
	3							27-0-19	26-10-2-0	27 1/2	"Chester"	
Fore Top Sails,	Iron Str'm Chain	75	1 13/16	34 5/8	75-1 1/2	"Chester"	Stream	4	10-2-9	12-10-1-0	10 1/2	"Chester"
Fore Topmast Stay Sails,	Hmpn Strm Cbl	Certificates signed A.S. Jack										
Main Sails,	Hawser ...	90	12	11	75-1 1/2	"Chester"	Kedge	5	5-1-0	7-11-3-14	5 1/2	"Chester"
	Towlines	90	11	11	75-1 1/2	"Chester"		Ditto	6	2-2-10	5-2-1-0	2 1/2
Main Top Sails,	Warp ...	100	8	7	75-1 1/2	"Chester"	Certificates signed A.S. Jack					
and	quality	Manilla, good.										