

IRON SHIP.

No. 5360 Survey held at Glasgow
On the S. S. "Catania"

Date, First Survey 5th Oct. 1880 Last Survey 26th April 1881

Master M. C. Petersen

TONNAGE under

Tonnage Deck

Ditto of Third, Fourth, or Awaiting Deck

Ditto of Poop, Raised Or Deck

Ditto of Houses on Deck

Bridge House

Ditto of Forecastle

Access of Hatches

Gross Tonnage

Crew Space

Engine Room

Register Tonnage

as cut on Beam

1955.21

91.96

22.13

65.69

56.11

2198.48

65.64

2132.84

703.51

1429.43

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL

HALF BREADTH (moulded) ... 17.66

DEPTH from upper part of Keel to top of Upper Deck Beams ... 26.5

GIRTH of Half Midship Frame (as per Rule) ... 40.25

1st NUMBER ... 84.41

1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet ... 77.41

LENGTH ... 313.33

2nd NUMBER ... 24254

PROPORTIONS—Breaths to Length ... 8.87

Depths to Length—Upper Deck to Keel ... 11.82

Main Deck ditto ... 16.56

Built at Glasgow

When built 1880-81 Launched 13 April 1881

By whom built Alex^r Stephen & Sons

Owners Rob. M. Stoman & Co.

Port belonging to Hamburg

Destined Voyage Hamburg

Surveyed while Building, Afloat, or in Dry-Dock.

Built under Special Survey

LENGTH on deck as per Rule ... 313 4 BREADTH—Moulded ... 35 4 DEPTH top of Floors to Upper Deck Beams ... 23 1/2 Do. do. Main Deck Beams ... 15 0 1/2 Power of Engines ... 200 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 315.1 breadth, 35.7 depth, 22.6

KEEL, depth and thickness side plates ... 10 x 1 1/2

STEM, moulding and thickness ... 10 x 2 3/4

STERN-POST for Rudder do. do. ... 10 x 5 1/2

" " for Propeller ... 10 x 5 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft ... 24

FRAMES, Angle Iron, for 1/2 length amidships ... 5 3 8

Do. for 1/2 at each end ... 5 3 7

REVERSED FRAMES, Angle Iron ... 3 1/2 3 8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... Bracket Bottom

" thickness at the ends of vessel ... Bracket Bottom

" depth at 3/4 the half-bdth. as per Rule ... Bracket Bottom

" height extended at the Bilges ... Bracket Bottom

BEAMS, Upper, Spar, or Awaiting Deck ... 6 3 8

Single or double Ang. Iron, Plate or Tee Bulb Iron ... 8 1/2 x 8

Single or double Angle Iron on Upper edge ... 3 3 7

Average space ... 24

BEAMS, Main or Middle Deck ... 6 3 8

Single or double Ang. Iron, Plate or Tee Bulb Iron ... 8 1/2 x 8

Single or double Angle Iron, on Upper Edge ... 3 3 7

Average space ... 24

BEAMS, Lower Deck, Hold, or Orlop ... 9 1/2 x 9

Single or double Ang. Iron, Plate or Tee Bulb Iron ... 9 1/2 x 9

Single or double Angle Iron on Upper Edge ... 4 4 8

Average space ... 10 1/2 frame

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... 4 1/2 x 10

" Rider Plate ... 5 4 x 9

" Bulb Plate to Intercoastal Keelson ... 6 4 9

" Angle Irons ... 6 4 9

" Double Angle Iron Side Keelsons ... 6 4 9

" Side Intercoastal Plate ... 6 4 9

" do. Angle Irons ... 6 4 9

" Attached to outside plating with angle iron ... 6 4 9

BILGE Angle Irons ... 6 4 9

" do. Bulb Iron ... 6 4 9

" do. Intercoastal plates riveted to plating for length ... 6 4 9

BILGE STRINGER Angle Irons ... 6 4 9

Intercoastal plates riveted to plating for 3/5 length ... 6 4 9

SIDE STRINGER Angle Irons ... 6 4 9

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Emerson & Walters Pall Bitt

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 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 in. diameter, averaging 3 3/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/8 ins. from centre to centre.

" Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.

" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble 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 or single Riveted?

Waterway, how secured to Beams By bracket plates (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? By knees pinned down

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

Manufacturer's name or trade mark, "Mossend"

The above is a correct description.

Builder's Signature, Alex Stephen & Sons

Surveyor's Signature, Saml. Santhorne

Flat Keel Plates, breadth and thickness ... 36 12 36 12

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges ... 10-12 10-12

" at Bilge, or increased thickness, and length applied 2 strakes 1/6 ... 12 12

" fm up. part of Bilge to l. edge of Sh'rstrake. ... 11 11

" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake ... 41 14 40 14

" Up. or Spar Dk. Sh'rstrake, breadth & thickness ... 41 14 40 14

Butt Straps to outside plating, breadth & thickness 19-11 15-10 19-11 15-10

Lengths of Plating ... 6 spaces 5 spaces

Shifts of Plating, and Stringers ... 2 spaces 2 spaces

Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness ... 45 9 45 9

Angle Iron on ditto ... 4 x 4 x 9 4 x 4 x 9

Tie Plates fore and aft, outside Hatchways Complete iron Complete iron

Diagonal Tie Plates on Beams No. of Pairs 4 1/2 to 5 1/6 4 1/2 to 5 1/6

Planksheer material and scantling {with wood not covered with wood} {with wood not covered with wood}

Waterways do. do. {7/16 in. way of main hatch} {7/16 in. way of main hatch}

Flat of Upper Deck do. do. Riveted

How fastened to Beams Riveted

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 45 10 45 10

Is the Stringer Plate attached to the outside plating? Yes No

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Tie Plates, outside Hatchways Complete iron Complete iron

Diagonal Tie Plates on Beams, No. of pairs 4 1/2 to 5 1/6 4 1/2 to 5 1/6

Waterways materials and scantlings {wood 6 to 7/16 wood 6 to 7/16}

Flat of Middle Deck do. Riveted

How fastened to Beams Riveted

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 40 9 40 9

Is the Stringer Plate attached to the outside plating? Yes Yes

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Stringer or Tie Plates, outside Hatchways Strong Beams

Flat of Lower Deck Spacing

Ceiling betwixt Decks, thickness and material 2 1/2 2 1/2

" in hold Red Pine 2 1/2 2 1/2

Main piece of Rudder, diameter at head 7 1/2 7 1/2

do. at heel 3 3/4 3 3/4

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 Thickness of 7-6 7-6

" Height up No. 1 (Collision) to upper deck No. 2 to upper deck water tight to main deck No. 3 to upper deck water tight to main deck No. 4 to main deck

" How secured to sides of ship double frames

" Size of Vertical Angle Irons 3 1/2 x 3 x 5/16 and distance apart 30 ins.

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

Riveted through plates with 3/4 in. Rivets, about 6 apart.

And butts properly shifted? Yes

And butts properly shifted? Yes

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And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

And butts properly shifted? Yes

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And butts properly shifted? Yes

And butts properly shifted? Yes

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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5360 gds
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 masts Schooner rigged*
Morand B.B. Iron { Fore Mast 81 - 25 1/2 - 19. 20 - 17 } *Two plates in circle, 60 5/16 double riveted edges*
best plate quality { Main Mast 76.6 - 23 1/2 - 20 - 18 - 15 } *triple riveted butts, butt straps 1/16 thicker, doubled for 7 ft at partners.*

NUMBER for EQUIPMENT 29093		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.
<i>One sail</i>	SAILS.											
	CABLES, &c.											
	Chain	270	1 1/8	63.25	270-1 1/8	<i>Lloyds Patent</i>	Bower Anchors	190	34.0.24	31.15.1.7	34	
	Fore Sails,					<i>W. Fraser</i>		189	33.3.14	31.9.2.21	34	
	Fore Top Sails,	75 1/4	1 1/8	22.75	75-1 1/8	<i>do</i>		222	29.3.1	28.8.3.0	29	
	Fore Topmast Stay Sails,					<i>do</i>		222	29.3.1	28.8.3.0	29	
	Hmpn Strm Cbl	90	4	stat	90-12							
	Hawser ...	90	11		90-11		Stream	...	10.3.0	12.13.0.14	103 1/4	
	Main Sails,						Kedge	...	5.2.0	7.16.1.0	5 1/2	
	Towlines ...	90	7 1/2		90-7 1/2		Ditto	...	2.2.12	5.2.2.0	2 1/2	
	Warp ...	180	5									
Main Top Sails, and 4 spare												
quality <i>New</i>												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *three* ~~long~~ Boatswain (2 with buoyancy)
The Windlass is *Good* Capstans *2 Good* and Rudder *Good* Pumps *Good and efficient as per approved sketch*

Engine Room Skylights.—How constructed? *Seal frame on top of iron house 7 ft above deck* How secured in ordinary weather? *By bars*

What arrangements for deadlights in bad weather? *Thick seal framing with Bulls eyes*

Coal Bunker Openings.—How constructed? *Plate & angle iron* How are lids secured? *Solid wood covers* Height above deck? *about 23 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two bulwarks before and abaft bridge with scuppers for drainage, and water proof and scuppers where bulwarks are fitted.*

Cargo Hatchways.—How formed? *Plate and angle iron*

State size Main Hatch *24 x 13* Forehatch *12 x 9* Quarterhatch *20 x 12 and 20 x 12*

If of extraordinary size, state how framed and secured? *Two divisional web plates in main hatch and one in each of the quarter hatches.*

What arrangement for shifting beams? *Solid covers of wood*

Order for Special Survey No. <i>1520</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	1880 - Oct. 5, 7, 12, 14, 18, 20, 25, 26
Date <i>3rd Dec 1880</i>		2nd. On the plating during the process of riveting	Nov. 1, 3, 6, 10, 11, 15, 19, 23, 26, 30
Order for Ordinary Survey No. <i>1521</i>		3rd. When the beams were in and fastened, and before the decks were laid...	Dec. 1, 6, 7, 10, 14, 17, 20, 23, 24, 29, 31
Date <i>1st Jan 1881</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	1881 Jan. 4, 10, 13, 17, 19, 21, 25, 29, Feb. 1, 3, 4, 8, 11
No. <i>1523</i> in builder's yard.		5th. After the ship was launched and equipped	Feb. 14, 17, 21, 23, 25, 28, March 3, 4, 7, 10, 14, 18, 2, March 25, 28, April 1, 6, 8, 12, 13, 19, 22, 25, 26

General Remarks (State quality of workmanship, &c.) *The workmanship is of good quality—Built in accordance with the approved midship and longitudinal sketches herewith and in general conformity with the Rules with a view to the grade contemplated*

Fitted with double bottom on the longitudinal and bracket system as far as practicable all fore and aft.

Forward compartment (ex well)	102	133
Under Engines and Boilers, — do. —	38	158
After compartment — do. —	92	161
Length of wells 36		
Total, ft. 268 containing 452 tons		

Fitted with Poop 40 feet long, Forecastle 41 feet, Enclosed bridge with fore and aft gangway at port side (protected with iron doors at each end) 32 to 37 feet long Iron casing about 7 feet above deck over engines and boilers, with cabins at fore end 49 x 12 to 14 feet wide

State if one, two, or three decked vessel, or if open, or running decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of deck, or part double bottom. *40 feet 41 feet as above*

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 Three-Decked Rule, Double Bottom.*

The amount of the Entry Fee ... £ 5 : 1 : 1 is received by me, *Sam. Laphore*
Special ... £ 78 : 6 : 6 224/ 1881
Certificate ... : : :
(Travelling Expenses, if any, £ —).

Committee's Minute *Friday, April, 29th 1881.*

Character assigned *100 A 1 Lloyd's Register*