

# IRON SHIP.

No. 5724 Survey held at Paiste Date, First Survey 13th Jan Last Survey 27th July 1887  
On the for Pieramisco Master Cocurullo

**TONNAGE** under Tonnage Deck 98.47 **ONE OR TWO DECKED, THREE DECKED VESSEL.**  
Ditto of Third Space 7.24 **SPAR, OR AWNING DECKED VESSEL.**  
Ditto of Poop, or Raised Qr. Dk. 92.24 **HALF BREADTH** (moulded) 8 Feet.  
Ditto of Houses on Deck 55.03 **DEPTH** from upper part of Keel to top of Upper Deck Beams 8.91  
Ditto of Forecastle 37.22 **GIRTH** of Half Midship Frame (as per Rule) 14.36  
Gross Tonnage 99.74 **1st NUMBER** 31.47  
Less Crew Space 7 **1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet**  
Less Engine Room 55.03 **LENGTH** 110.94  
Register Tonnage as cut on Beam 37.22 **2nd NUMBER** 3743.74  
**PROPORTIONS**—Breadths to Length 7.43  
Depths to Length—Upper Deck to Keel 13.3  
Main Deck ditto 14.14

Built at Paiste  
When built 1887 Launched 20th May  
By whom built Abercorn Ship Bldg Co  
Owners Cocurullo  
Port belonging to Castellamare  
Destined Voyage Clj Naples  
Surveyed while Building, Afloat, or in Dry Dock. as approved

**LENGTH** on deck as per Rule 110.94 **BREADTH** Moulded 16 **DEPTH** top of Floors to Upper Deck Beams 8.91 **Power of Engines** 50 **Horse.** 50 **Nº. of Decks with flat laid** 1 **Nº. of Tiers of Beams** 1

Dimensions of Ship per Register, length, 123.7 breadth, 16.2 depth, 8.2

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
<b>KEEL</b> , depth and thickness $18\frac{1}{2} \times 6 + 6 \times 1\frac{1}{2} = 6 \times 1\frac{1}{2}$										
<b>STEM</b> , moulding and thickness										
<b>STERN-POST</b> for Rudder do. do.										
" " for Propeller										
Distance of Frames from moulding edge to moulding edge, all fore and aft										
<b>FRAMES</b> , Angle Iron, for $\frac{3}{4}$ length amidships										
" Do. for $\frac{1}{2}$ at each end										
<b>REVERSED FRAMES</b> , Angle Iron										
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships										
" thickness at the ends of vessel										
" depth at $\frac{3}{4}$ the half-bdth. as per Rule										
" height extended at the Bilges										
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper edge										
Average space										
<b>BEAMS</b> , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single, or double Angle Iron, on Upper Edge										
Average space										
<b>BEAMS</b> , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates										
" Rider Plates 2 Side Foundation										
" Bulb Plate to Intercoastal Keelson										
" Angle Irons										
" Double Angle Iron Side Keelson										
" Side Intercoastal Plate										
" do. Angle Irons										
" Attached to outside plating with angle iron										
<b>BILGE</b> Angle Irons										
" do. Bulb Iron										
" do. Intercoastal plates riveted to plating for length										
<b>BILGE STRINGER</b> Angle Irons										
Intercoastal plates riveted to plating for length										
<b>IDE STRINGER</b> Angle Irons										
Transoms, material. Knight-heads. Hawse Timbers.										
Windlass										
Pall Bitt										

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
<b>Flat Keel Plates</b> , breadth and thickness				
<b>PLATES</b> 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 Ir. edge of Sh'rstrake.				
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.				
" Up. or Spar Dk. Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness				
Lengths of Plating				
Shifts of Plating, and Stringers				
Gunwale Plate on ends of Awning, 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 Deck after one corner below				
" How secured to sides of ship				
" Size of Vertical Angle Irons 2. 2. 4 and distance apart				
" Are the outside Plates doubled two spaces of Frames in length?				

The **FRAMES** extend in one length from Keel to Deck stringer Riveted through plates with 5/8 in. Rivets, about 5 apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper part of bilge and to alternately  
**KEELSONS**. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes  
**LATING**. Garboard, double riveted to Keel, with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.  
" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.  
" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.  
" **Butts of** no Strakes at Bilge for half length, double riveted with Butt Straps 1/6 thicker than the plates they connect.  
" **Edges from bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
**Lower Edges of Main Sheerstrake**, double or single riveted. **Upper Sheerstrake**, double or single riveted.  
" **Butts of Main Sheerstrake**, double riveted for whole length amidships. **Butts of Upper or Spar Sheerstrake**, double riveted length amidships.  
" **Butts of Main Stringer Plate**, double riveted for 2 length amidships. **Butts of Upper or Spar Stringer Plate**, double riveted for length.  
" Breadth of laps of plating in double riveting 3 1/4 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Dark treble. Herest double  
Waterway, how secured to Beams riveted knee plates (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? riveted knee plates No. of Breasthooks, 2 Crutches, 12  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Clifton Mossend  
Manufacturer's name or trade mark, Clifton Mossend

The above is a correct description.  
Builder's Signature, Abercorn Shipbuilding Co Surveyor's Signature, H. J. Mossend  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *fitted close*  
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 at corners of butts*

Masts, Bowsprit, Yards, &c., are *now* 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

*Simple masts of Pine*

NUMBER for EQUIPMENT <i>3743</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supmt'd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supmt'd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.											
	Chain	<i>120</i>	<i>1 1/6</i>	<i>12.75</i>	<i>120 11/16</i>	<i>LPAG</i>	Common	<i>273</i>	<i>3.3.20</i>	<i>6.5.1.7</i>	<i>3 1/2</i>	<i>LPAG</i>
	Fore Sails,						Lower Anchors	<i>272</i>	<i>3.1.20</i>	<i>5.16.2.7</i>	<i>3 1/2</i>	<i>LPAG</i>
	Fore Top Sails,	<i>45</i>	<i>8/16</i>	<i>not req'd</i>	<i>45 8/16</i>				<i>7.1.16</i>			
	Fore Topmast Stay Sails,				<i>3 times</i>							
	Hmpn Strm Cbl				<i>6</i>		Stream	<i>16</i>	<i>0.3.6</i>		<i>3/4</i>	
	Hawser						Kedge		<i>0.2.5</i>		<i>1/2</i>	
	Main Sails,	<i>75</i>	<i>5 1/2</i>		<i>75 3 1/2</i>		Ditto					
	Towlines	<i>80</i>	<i>3</i>		<i>80.3</i>							
	Warp											
	Main Top Sails,											
	and quality											

Standing and Running Rigging *And Sails* sufficient in size and *good* in quality. She has *no* Long Boat and  
The Windlass is *Iron Steam* Capstan and Rudder *good* Pumps *good*  
Engine Room Skylights. How constructed? *in iron comings* How secured in ordinary weather? *by bolts*  
What arrangements for deadlights in bad weather? *Bullauges*  
Coal Bunker Openings. How constructed? *Iron deck* How are lids secured? *locking* Height above deck? *flush*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea?  
*3 scuppers 2 waterports 2 ironing pipes on each side*  
Cargo Hatchways. How formed? *Peak comings Companionways and Skylights*  
State size Main Hatch Forehatch Quarterhatch  
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>166A</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>Jan 4 13. 24. 20. Feb 10. 14. 24 20. Mar 3. 7. 10. 14</i>
Date <i>26th Jan 1881</i>		2nd. On the plating during the process of riveting	<i>17. 21. 24 29. 31 Apr 5. 8. 12. 18. 21. 26. 29</i>
Order for Ordinary Survey No. <i>166A</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>May 2. 5. 9. 12 23. 30 June 2. 6 8. 14. 16. 20</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>July 2.</i>
No. <i>57</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The Workmanship is good, the depth of the vessel is increased 6 inches beyond that upon which her scantlings were submitted; so that her proportions of Depth to Length are now 13.3 instead of 14.14 but the additional scantlings for the latter proportion have been supplied while the limits of her frames, Mating and equipment numbers have not been exceeded. She is fitted entirely for passenger service in the way of Naples.*

*Large blue stamp and signature*

State if one, two, or three decked vessel, or if spar, or arming decked; and the length of poop, forecastle, 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 *+ 90 A 1*  
The amount of the Entry Fee ... £ *1 : : :* is received by me, *[Signature]*  
Special ... £ *4 : 12 : :*  
Certificate ... £ *4 : 12 : :*  
(Travelling Expenses, if any, £ *4. 4.*)  
Committee's Minute *Wednesday July 5th 1881*  
Character assigned *Good*  
*Lloyd's Register*

Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel is built in accordance with the approved drawings & appears eligible to be classed + 90.A.1 provided the 76 Strain be tested as required by the rules.