

IRON SHIP.

No. *557* Survey held at *Glasgow* Date, First Survey *12th May* Last Survey *29th December 1881*

On the *Screw Steamer "Sorrento"*

TONNAGE under Tonnage Deck } *2036.44*
 Ditto of Third Spar, } *5.28*
 Ditto of Poop, or } *120.19*
 Ditto of Houses } *48.69*
 on Deck }
 Ditto of Forecastle } *59.92*
 " " " } *2340.52*
 " " " } *84.5*
 " " " } *2286.0*
 " " " }
 Less Engine Room } *158.54*
 Register Tonnage } *1524.45*
 as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) ... *14.89*
 Depth from upper part of Keel to top of Upper Deck Beams *26.54*
 Girth of Half Midship Frame (as per Rule) ... *40.55*
 1st Number ... *84.98*
 1st Number, if a 3-Decked Vessel .. deduct 7 feet *7.0*
 Length ... *P.H.* *318.33*
 2nd Number ... *248.23*
 Proportions— Breadths to Length ... *8.89*
 Depths to Length—Upper Deck to Keel ... *11.99*
 Main Deck ditto ... *17.24*

Master *Hermann Johann Pauls*
 Built at *Linthouse, Glasgow*
 When built *1881* Launched *22nd Dec^r 881*
 By whom built *Alexander Stephen & Sons*
 Owners *Rob. M. Sloman & Co*
 Residence *Hamburg*
 Port belonging to *Hamburg*
 Destined Voyage *Hamburg*
 Surveyed while Building, Afloat, or in Dry Dock, *under special survey.*

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	Gil
Deck as per Rule	318	4	Moulded	35	9	top of Floors to Upper Deck Beams	24	6	Engines	220	N ^o . of Tiers of Beams	Three.
Dimensions of Ship per Register, length,	320.0		breadth,	36.2		depth,	24.6					
EL, depth and thickness	10 x 2 1/2		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4					
EM, moulding and thickness	10 x 2 1/2		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4					
ERN-POST for Rudder do. do.	10 x 5 1/2		10 x 5 1/2		10 x 5 1/2		10 x 5 1/2					
" " for Propeller	10 x 5 1/2		10 x 5 1/2		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		24		24					
FRAMES, Angle Iron, for 1/2 length amidships	5	3	8	5	3	8	5	3	8	5	3	8
Do. for 1/4 at each end	5	3	7	5	3	7	5	3	7	5	3	7
VERSED FRAMES, Angle Iron	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8
BEAMS, depth and thickness of Floor Plate	24		24		24		24					
mid line for half length amidships	24		24		24		24					
thickness at the ends of vessel	2		2		2		2					
depth at 3/4 the half-bdth. as per Rule	12		12		12		12					
height extended at the Bilges	48		48		48		48					
BEAMS, Upper, Spar, or Awning Deck	6	3	8	6	3	8	6	3	8	6	3	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	24		24		24		24					
Angle or double Angle Iron on Upper edge	24		24		24		24					
Average space	6		6		6		6					
AMS, Main, or Middle Deck	6	3	8	6	3	8	6	3	8	6	3	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	24		24		24		24					
Angle or double Angle Iron, on Upper Edge	24		24		24		24					
Average space	6		6		6		6					
AMS, Lower Deck	9 1/2	9	9 1/2	9	9	9 1/2	9	9	9 1/2	9	9	9 1/2
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4		4		4		4					
Angle or double Angle Iron on Upper Edge	10		10		10		10					
Average space	10		10		10		10					
KEELSONS Centre line, single or double plate,	24		24		24		24					
bon, or Intercoastal, Plates	13		13		13		13					
Rider Plate	6		6		6		6					
Bulb Plate to Intercoastal Keelson	6		6		6		6					
Angle Irons	6		6		6		6					
Double Angle Iron Side Keelson	6		6		6		6					
Side Intercoastal Plate	6		6		6		6					
do. Angle Irons	6		6		6		6					
Attached to outside plating with angle iron	3 1/2		3 1/2		3 1/2		3 1/2					
BILGE Angle Irons	6		6		6		6					
do. Bulb Iron	15		15		15		15					
do. Intercoastal plates riveted to plating for 1/2 length	6		6		6		6					
BILGE STRINGER Angle Irons	6		6		6		6					
Intercoastal plates riveted to plating for 3/5 length	9		9		9		9					
SIDE STRINGER Angle Irons	6		6		6		6					

The FRAMES extend in one length from *Keel* to *Upper deck* Riveted through plates with *7/8* in. Rivets, about *6 1/2* apart.
 The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *Main deck* and to *Upper deck* 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 *1/2* in. diameter, averaging *5 1/2* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* 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* in. diameter averaging *3 1/2* ins. from centre to centre.
 Butts of *3* Strakes at Bilge for *Half* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clench, double ~~single~~ riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* 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 *Half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *Half* length amidships.
 Butts of Main Stringer Plate, treble riveted for *Half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *Half* length.
 Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~single~~ Riveted *Yes* No. of Breasthooks, *5* Crutches, *3*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark, *Anglo-Saxon (Coats) Shell plates (Consett) Beams (Stecher) Inside plates (Pilling)*
 The above is a correct description.
 Builder's Signature, *Alex Stephen & Sons* Surveyor's Signature, *J. E. House*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed

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?

Very few

5579 Gls

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

Fore mast including topmast length 118' 3" by 25 1/2" x 18" x 8" Plating 7/8" takening to Main mast do do 112' 10" x 24 1/2" x 19" x 8" 5/8" at head of topmast

Two plates in circle double riveted edges treble riveted butts.

(Brand Cornett B.B.)

NUMBER for EQUIPMENT 20456		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Egs. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
No.	Chain	240	1 1/4	B.S. 88.5	1 1/4	Glasgow	378 34.7.0 31.16.1.0 34					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)			7.3 63.25		Mr. Fraser	379 33.1.22 31.4.0.7 34					
Fore Sails,	Iron Stream Chain	75	1 1/2	B.S. 34.125	1 1/2	Supr.	374 29.0.18 28.0.1.7 29					
	or Steel Wire ..			7.5 22.75			96.3.12 97					
Fore Top Sails,	or Hempen Strm }											
Fore Topmast	Cable											
Stay Sails,	Towline, Hemp.	100	12		12							
Main Sails,	or Steel Wire ..						Stream Anchor 380 10.3.12 12.15.1.7 10 3/4					
Main Top Sails,	Hawser	90	9 1/2		9 1/2		Kedge ... 369 5.1.19 7.14.0.7 5 1/2					
and	Warp	90	8		8		2nd Kedge ... 381 2.1.17 4.17.2.0 2 1/2					
	quality New											

Standing and Running Rigging Wire & hemp sufficient in size and good in quality. She has Six Long Boats and 2 Life, 2 Cutters, 1 Pinnace

The Windlass is Good Capstan Good and Rudder Good Pumps Good & efficient as per approved sketch

Engine Room Skylights.—How constructed? Framed of Teak How secured in ordinary weather? By bars

What arrangements for deadlights in bad weather? Thick teak with bulls' eyes

Coal Bunker Openings.—How constructed? Iron framed hatches How are lids secured? Hatch covers Height above deck? 12 and 21 inches

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ten scuppers and twelve water ports of large dimensions.

Cargo Hatchways.—How formed? Plates and angle irons

State size Main Hatch 22' 0" x 13' 0" x 8' 0" x 12' 0" Fore hatch 9' 0" x 8' 0" Quarter hatch 14' 0" x 12' 0"

If of extraordinary size, state how framed and secured? } Divisional web plates whole depth of coamings

What arrangement for shifting beams?

Hatches, If strong and efficient? Yes.

Order for Special Survey No. 573	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	581. May 12, 24, 26, 31 - June 10, 15, 16, 21, 24, 28
Date 31 st March 1881.		2nd. On the plating during the process of riveting	July 6, 8 - August 3, 8, 11, 18, 25, 26, 30.
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	September 5, 8, 12, 19, 22, 29 - Oct 6, 12, 14, 19
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	25, 28 - November 3, 7, 10, 23, 26 - Dec 2, 14
No. 260 in builder's yard.		5th. After the ship was launched and equipped	24, 28 and 29.

General Remarks (State quality of workmanship, &c.) The workmanship is of good quality. The vessel is built in accordance with the approved Midship & Longitudinal sketches herewith and in general conformity with the Rules with a view to the grade contemplated.

On account of the death of Mr. Laphorn this Report has been arranged chiefly from his notes and otherwise from details obtained from the Vessel as she advanced towards Completion.

Length of Poop 40' 0" - Bridge 36' 0" - Forecastle 42' 6"

State if one, two, or three decked vessel, or if span, or running decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Paint and Cement Outside Paint

I am of opinion this Vessel should be Classed 100 A 1 Three decked rule

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 82 : 3 : 0 30th Decr 1881

+ Certificate ... 0 : 0 : 0

(Travelling Expenses, if any, £ Nil)

Committee's Minute Tuesday, January, 3rd. 1882.

Character assigned

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

This vessel has been built in accordance with the approved plans appended, and appears eligible to be classed 100 A. The weight of iron is not strictly in accordance with Table 22 but in the favorable consideration of the Committee for the 100 A.

2 Decks - Iron

100 A

2 Decks - Iron

3/18/82