

# IRON SHIP.

2nd OCT 82

584

No. 5843 Survey held at Glasgow Date, First Survey 23<sup>rd</sup> February 1882 Last Survey 23<sup>rd</sup> September 1882.

On the Iron screw steamer "Parahyba"

TONNAGE under Tonnage Deck	579.85
Ditto of Third Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Dk.	111.30
Ditto of Houses on Deck	31.00
Ditto of Forecastle	33.84
Gross Tonnage	695.99
Less Crew Space	40.67
	655.32
Less Engine Room	277.46
Register Tonnage as cut on Beam	377.86

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	14.0
Depth from upper part of Keel to top of Upper Deck Beams	15.5
Girth of Half Midship Frame (as per Rule)	26.15
1st Number	53.65
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	198.8
2nd Number	11063
Proportions— Breadths to Length.. 7.1	
Depths to Length—Upper Deck to Keel.. 12.8	
Main Deck ditto .. .. .	

Master J. Jarvis  
 Built at Whiteinch, Glasgow  
 When built 1882 Launched 16<sup>th</sup> Aug. 1882  
 By whom built W. B. Thompson  
 Owners Jy. Miers & Co  
 Residence London  
 Port belonging to Rio de Janeiro  
 Destined Voyage Rio de Janeiro  
 If Surveyed while Building, Afloat, or in Dry Dock, Built under Special Survey

Official Number

LENGTH on deck as per Rule	198	10	BREADTH Moulded	28	0	DEPTH top of Floors to Upper Deck Beams	14	2 1/2	Power of Engines	140	N <sup>o</sup> . of Decks with flat laid	One
Dimensions of Ship per Register, length, 200.0 breadth, 28.0 depth, 14.25												
KEEL, depth and thickness	6 x 2 1/8		6 x 2 1/8		6 x 2 1/8		6 x 2 1/8		Moulded depth 14.9"			
STEM, moulding and thickness	7 x 2 1/4		7 x 2 1/4		7 x 2 1/4		7 x 2 1/4		PLATES in Garboard Strakes, br'dth & thickness			
STERN-POST for Rudder do. do.	7 x 4 1/2		7 x 4 1/2		7 x 4 1/2		7 x 4 1/2		2 Strakes 8'8" 2 Strakes 8'8"			
" " for Propeller	7 x 4 1/2		7 x 4 1/2		7 x 4 1/2		7 x 4 1/2		Of d'bling at Bilge, increased thickness, and length applied			
Distance of Frames from moulding edge to moulding edge, all fore and aft	22"		22"		22"		22"		From up. prt of Bilge to lr. edge of Sh'rstrake			
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3		3 1/2 x 3		3 1/2 x 3		3 1/2 x 3		33 12 33 12			
Do. for 1/4 at each end	3		3		3		3		7 7			
REVERSED FRAMES, Angle Iron	3		3		3		3		7 7			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/2		15 1/2		15 1/2		15 1/2		6 spaces 5 spaces			
" thickness at the ends of vessel	6		6		6		6		2 2			
" depth at 3/4 the half-bdth. as per Rule	7 3/4		7 3/4		7 3/4		7 3/4		42 9 42 9			
" height extended at the Bilges	31		31		31		31		4 1/2 x 3 x 7 4 1/2 x 3 x 7			
BEAMS, Upper, Spar, or Awning Deck	6 1/2		6 1/2		6 1/2		6 1/2		4 1/2 x 3 x 7 4 1/2 x 3 x 7			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2		2 1/2		2 1/2		2 1/2		10 9 10 9			
Single or double Angle Iron on Upper edge	4 1/4		4 1/4		4 1/4		4 1/4		3 1/2 3 1/2			
Average space	44		44		44		44		Quadr bolts			
BEAMS, Main, or Middle Deck	6 1/2		6 1/2		6 1/2		6 1/2		Is the Stringer Plate attached to the outside plating?			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2		2 1/2		2 1/2		2 1/2		Angle Irons on ditto, No.			
Single or double Angle Iron on Upper Edge	4 1/4		4 1/4		4 1/4		4 1/4		Tie Plates, outside Hatchways			
Average space	44		44		44		44		Diagonal Tie Plates on Beams, No. of pairs			
BEAMS, Lower Deck	8 1/2		8 1/2		8 1/2		8 1/2		Flat of Middle Deck* do. do.			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3		3		3		3		How fastened to Beams			
Single or double Angle Iron on Upper Edge	3		3		3		3		Stringer Plates on ends of Lower Deck, Hold			
Average space	44		44		44		44		On Beams			
BEAMS, Hold, or Orlop	8 1/2		8 1/2		8 1/2		8 1/2		Is the Stringer Plate attached to the outside plating?			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3		3		3		3		Angle Irons on ditto, No. 2			
Single or double Angle Iron on Upper Edge	3		3		3		3		Stringer or Tie Plates, outside Hatchways			
Average space	44		44		44		44		Flat of Lower Deck*			
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	12		12		12		12		Ceiling betwixt Decks, thickness and material			
" Rider Plate	10		10		10		10		" in hold do. do.			
" Bulb Plate to Intercostal Keelson	4 1/2		4 1/2		4 1/2		4 1/2		Main piece of Rudder, diameter at head			
" Angle Irons	3		3		3		3		do. at heel			
" Double Angle Iron Side Keelson	5		5		5		5		Can the Rudder be unshipped afloat?			
" Side Intercostal Plate Wash plate	5		5		5		5		Bulkheads No. 4 No. per Rule 4			
" Attached to outside plating with angle iron	5		5		5		5		" Thickness of 5/16			
BILGE Angle Irons	4 1/2		4 1/2		4 1/2		4 1/2		" Height up all 5 upper deck			
" do. Bulb Iron for 3/8 length	6 1/2		6 1/2		6 1/2		6 1/2		" How secured to sides of ship Double Frames			
" do. Intercostal plates riveted to plating for length	4 1/2		4 1/2		4 1/2		4 1/2		" Size of Vertical Angle Irons 3 x 2 1/2 x 5/16 and distance apart 30 ins.			
BILGE STRINGER Angle Irons	4 1/2		4 1/2		4 1/2		4 1/2		" Are the outside Plates doubled two spaces of Frames in length? Yes			
" Intercostal plates riveted to plating for length	4 1/2		4 1/2		4 1/2		4 1/2					
SIDE STRINGER Angle Irons	4 1/2		4 1/2		4 1/2		4 1/2					

The FRAMES extend in one length from Middle line to up. deck stringer Riveted through plates with 3/4 in. Rivets, about 6" apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to side stringer 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 3/4 in. diameter, averaging 3 ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.  
 " Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
 " Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
 " Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & Single No. of Breasthooks, 4 Crutches, 3 deep floor  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
 Manufacturer's name or trade mark, Dorman, Long & Co, Angles. Plates - Bessemer  
 The above is a correct description.  
 Builder's Signature, for W. B. Thompson Surveyor's Signature, Chas. Bowling  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel. \* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

G.L.S. 147-0103

**Workmanship.**

Are the butts of plating planed or otherwise fitted?

*Planed*

*5843 etc.*

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 *wood* 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 of pitch pine, one Yard*

*in the Foremast*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	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.
								Bower Anchors	Stream Anchor					
	Chain		211-2 1/2	1 5/16	46 1/2	210-1 1/8	25-May/82	1	16.1.14	17.14.0.7	15.1.0	12.5.0	12-May/82	
	Fore Sails,	Iron Stream Chain	60	7/8	20 3/8	60-1 1/8	15-May/82	1	15.0.9	16.12.0.21	15.1.0	8.5.0	8-May/82	
	Fore Top Sails,	or Steel Wire			13 3/4			1	13.0.0	14.15.0.0	13.0.0	17.5.0	17-May/82	
	Fore Topmast Stay Sails,	Hemp	90	10"		90-9"								
	Main Sails,	or Steel Wire	90	7"		90-7"		1	5.1.7	7.14.0.7	5.1.0	17.5.0	17-May/82	
	Main Top Sails,	Hawser	90	5"		90-5"		1	2.2.7	5.2.2.0	2.2.0			
	and	Warp	90	5"				1	1.1.27		1.2.0			

Reference should be made to any correspondence connected with the case. The complete book N<sup>o</sup>. for ref.

Standing and Running Rigging *Wire & Stumps* sufficient in size and *good* in quality. She has *2 Life Long* Boats and *2* *Other* Boats.

The Windlass is *Emerald Walker's* Capstan *good* and Rudder *good* Pumps *as approved*.

Engine Room Skylights.—How constructed? *Iron on Iron casing* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Bullseyes in thick lead*

Coal Bunker Openings.—How constructed? *Angle iron rings in deck houses under bridges* How are lids secured? *Bolted* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers, 2 Grooving pipes, 3 Water ports, and 2 Gangways on each side*

Cargo Hatchways.—How formed? *Iron coamings 21" above deck.*

State size Main Hatch *8' 9" x 8' 6"* Fore hatch *12' 0" x 10' 0"* Quarter hatch

If of extraordinary size, state how framed and secured? *None so.*

What arrangement for shifting beams? *Shifting beam in Fore hatch.*

Hatches, if strong and efficient? *Yes solid.*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1729	21 Feb'y. 1882	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		1882. Feb'y. 23. March 1. 6. 9. 13. 16. 17. 22. 29	April 5. 10. 13. 19. 26 May 1. 4. 8. 13. 17. 18. 22.	24. 29. June 1. 5. 8. 12. 15. 20. 22. 26. 28.	July 4. 27. 31. August 9. 16. 17. 19. 30. 31.	Sep <sup>r</sup> 2. 6. 12. 13. 20. 22. 23.

General Remarks (State quality of workmanship, &c.) *The workmanship is good, the vessel has been built in accordance with the approved sketches of Midship Section, Profile, and Pumping plan, also with the instructions contained in the Secretary's letters of the 10<sup>th</sup> Feb'y., 18<sup>th</sup> Feb'y., 31<sup>st</sup> July, 85<sup>th</sup> Sep<sup>r</sup> 1882. The after part is fitted for water ballast, it was tested previous to launching and found satisfactory. The alternate frames are run up to the rail, in plan of bulwark stanchions. The square rail on the Foremast will be taken off as soon as the vessel reaches her destination.*

*Forecastle 35' 6"* *Bridge deck 46' 0"* with open alley way on each side *3' 0"* wide. *Loop 66' 6"*

State if one, two, or three decked vessel, or if open, 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 *Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *\* 90. A1.*

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

Special ... £ *32:15:0* *24/9/1882*

Certificate ... £ *234:15:0*

(Travelling Expenses, if any, £ )

Committee's Minute *Tuesday 3rd October. 1882.*

Character assigned *90 A1*

*[Signature]* *[Signature]*

*Chas. F. Whiff.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
This vessel has been built in accordance with the rules and appears eligible to be classed as 90 A1, as recommended by the Rules.  
1882  
2 to Bms  
3/10/82

