

IRON SHIP.

(Received at London Office) THURS 10 SEPT 1885

No. 4099 Survey held at Paisley Date, First Survey 3rd March 1885 Last Survey 5th September 1885

On the S.S. Pearl

TONNAGE under Tonnage Deck	322.76
Ditto of Third, Spar, or Awning Deck	7.15
Ditto of Poop, or Raised Qr. Dk.	65.45
Ditto of Houses on Deck	15.13
Ditto of Forecastle	20.09
Gross Tonnage	430.58
Less Crew Space	51.88
Less Engine Room	378.70
Less Engines Room	180.13
Register Tonnage as cut on Beam	198.57

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	12.5
Depth from upper part of Keel to top of Upper Deck Beams	13.33
Girth of Half Midship Frame (as per Rule)	22.83
1st Number	48.66
1st Number, if 2-Decked Vessel deduct 2 feet	
Length	168.87
2nd Number	82.17
Proportions - Breadths to Length	6.75
Depths to Length - Upper Deck to Keel	
Main Deck ditto	12.66

Master Bunegn McEntyre
 Built at Paisley
 When built 1885 Launched 3rd July 1885
 By whom built J. Fullerton & Co.
 Owners W. Robertson
 Residence Glasgow
 Port belonging to Glasgow
 Destined Voyage Dublin
 If Surveyed while Building, Afloat, or in Dry Dock. While building and afloat

LENGTH on deck as per Rule	168	BREADTH - Moulded	25	DEPTH top of Floors to Upper Deck Beams	10	Power of Engines	70	N ^o . of Decks with flat laid	1
	10 1/2		0	Do. do. Main Deck Beams	12 1/2			N ^o . of Tiers of Beams	1

Dimensions of Ship per Register, length	170	breadth	25.1	depth	10.2
Flat Keel Plates, breadth and thickness	30	9	30	9	
PLATES in Garboard Strakes, br'dth & thickness	30	9	30	9	
From Garboard to upper part of Bilges	7	7	7	7	
Of d'bling at Bilge, or increased thickness and length applied	two strakes	increased 1/16			
From up. prt. of Bilge to lr. edge of Sh'rstrake	7	7	7	7	
Main Sheerstrake, breadth and thickness	33	11	33	11	
Of d'bling at Sh'stk. & lng. applied	14.3 at break of R. 2 nd Dk				
From M'n. to Upr. or Spar Dk. Sh'rstrake	2.6				
Up. or Spar Dk. Sh'rstrake, br'dth & thck'ness					
Butt Straps to outside plating, breadth & thickness	9 3/4	1 1/2	9 3/4	1 1/2	
Lengths of Plating	seven spaces	five spaces			
Shifts of Plating, and Stringers	two	two			
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	30	8	30	8	
Angle Iron on ditto	3/2 x 3 x 6	3/2 x 3 x 6			
Tie Plates fore and aft, outside Hatchways	8	6	8	6	
Diagonal Tie Plates on Beams, No. of Pairs	about the iron				
Flat of Up., Spar, or Awning Dk. Iron	6	6			
How fastened to Beams	Riveted				
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					
Flat of Middle Deck do.					
How fastened to Beams					
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams under R. 2 nd Dk.	21	6	21	6	
Is the Stringer Plate attached to the outside plating?	Yes	Yes			
Angle Irons on ditto, No.	3				
Stringer or Tie Plates, outside Hatchways	3/2 x 3 x 6	3/2 x 3 x 6			
Flat of Lower Deck					
Ceiling betwixt Decks, thickness and material	P.P. Sparring	1 3/4 thick			
in hold do. do.	close ceiling	in way of hatch			
Main piece of Rudder, diameter at head	P.P.	2 1/2	P.P.	2 1/2	
do. at heel	4 1/4	4 1/4			
Can the Rudder be unshipped afloat?	Yes				
Bulkheads No.	4	No. per Rule	4		
Thickness of	4/16				
Height up	Five to deck, One to top of fore peak tank				
How secured to sides of ship	between double frames				
Size of Vertical Angle Irons	3 x 3 x 6/16	and distance apart	30 ins.		
Are the outside Plates doubled two spaces of Frames in length?	Yes				

FRAMES, Angle Iron, for 1/2 length amidships	3	3	6	3	3	6
Do. for 1/4 at each end	3	3	5	3	3	5
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	13 1/2	3 1/4	5	13 1/2	3 1/4	5
thickness at the ends of vessel			5			5
depth at 1/2 the half-bdth. as per Rule	7		6 3/4			
height extended at the Bilges	27		27			
BEAMS, Upper, Spar, or Awning Deck	5	3	6	5	3	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper edge	21		21			
Average space						
BEAMS, 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						
BEAMS, Hold, or Orlop						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
BEAMS, Hold, or Orlop						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	11	9	11	9		
Rider Plate	7 3/4	9	7 3/4	9		
Bulb Plate to Intercoastal Keelson						
Angle Irons	3 1/2	3	6	3 1/2	3	6
Double Angle Iron Side Keelson						
Side Intercoastal Plate						
do. Angle Irons						
Attached to outside plating with angle iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5
BILGE Angle Irons	3 1/2	3	6	3 1/2	3	6
do. Bulb Iron	6		6			6
do. Intercoastal plates riveted to plating for length						
BILGE STRINGER Angle Irons	3 1/2	3	6	3 1/2	3	6
Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons at R. 2 nd Dk.	3 1/2	3	6	3 1/2	3	6

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to side stringer and to 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 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 two Strakes at Bilge for half 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.
 Lower Edges of Main Sheerstrake, double or 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 length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 Breadth of laps of plating in double riveting 1/2 - 5/4 Breadth of laps of plating in single riveting 2 5/8
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 3 Crutches, 2019
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, Plates Corbett & Co. Angles Coats.

The above is a correct description
 Builder's Signature, John Luccombe & Co Surveyor's Signature, Charles Edwards
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number 1900-2784-Trans (for Ink.)

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 7099. *Yes*
 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 in the butts only.*

Masts, Bowsprit, Yards, &c., are *P. Pine* 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

N ^o .	SAILS.	CABLES, &c.	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.
	Fore Sails,	Chain	195	1 3/16	35 38 7.5 25 8	195 1 1/16		Bower Anchors					
	Fore Top Sails,	Iron Stream Chain	60	1 1/2	15 10 10 8	60 1/2		Tested at Whitby E.R. Seitt	9424	10.0.0	12.0.0.0	10.0.0	
	Fore Topmast Stay Sails,	or Steel Wire						Tested at Whitby E.R. Seitt	9425	12.1.7	12.6.2.7	28 1/2 cwt	
	Main Sails,	or Hempen Strm Cable	75	8		75 8	18, 21	Tested at Whitby E.R. Seitt	9425	8.2.0	10.12.2.0	10.0.0	
	Main Top Sails,	Towline, Hemp.	90	6		90 6		Stream Anchor	9423	3.3.7	6.5.1.7	3.3.0	
	and good quality	Hawser	90	4 1/2				Kedge	9422	1.3.7	4.7.0.21	1.3.0	
		Warp	120	4				2nd Kedge		0.3.0		0.3.0	

Standing and Running Rigging *Wire and Manila* sufficient in size and *good* in quality. She has *one* Long Boat and *another*
 The Windlass is *T. Reid & Sons* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Iron plates* How secured in ordinary weather? *all iron*
 What arrangements for deadlights in bad weather? *Bulls Eyes*
Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *hatches 3' in base* Height above deck? *12 inches*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers and three wash ports 22" x 14" on each side of main deck, three scuppers, three wash ports 22" x 14" & two mooring pipes on each side of R. 2^d deck*
Cargo Hatchways.—How formed? *Plates and angles*
 State size **Main Hatch** *24.6 x 11.0 x 2.5* **Quarterhatch** *19.3 x 11.0 x 14*
 If of extraordinary size, state how framed and secured? *Two web plates with one fore & after in Main Hatchway*
 What arrangement for shifting beams? *One web plate with one fore & after in the Quarter Hatchway*
Hatches, If strong and efficient? *Yes solid 3 inches thick*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1999	20 th Decr 1884			68	13 th Decr 1884, 13 th Feb, 20 th March 1885

General Remarks (State quality of workmanship, &c.) *Workmanship and Materials are good*
This is a one decked vessel built in accordance with the approved sketches returned herewith, and the instructions contained in Secretary's letters of above dates.
She has a fore peak tank of 45 tons, a cellular double bottom of 125 tons, and an after peak tank of 20 tons Water Capacity each of which was tested by water pressure as required by the Rules, prior to launching, and proved to be satisfactory.

State if one, two, or three decked vessel, or if span, or awning-decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint*
 I am of opinion this Vessel should be Classed **100A.1.*
 The amount of the Entry Fee£ 2 : - : - is received by me,
 Special£ 18 : 19 : - 3/9 1885
 (to be sent as per margin) Certificate ...
 (Travelling Expenses, if any, £)
 Committee's Minute *FRIDAY 11 SEPT 1885*
 Character assigned *100A.1*
 + *Whe* *J.B.W.* *A.B.P.* *1 De Noe*
 Charles Edwards
 Surveyor to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the space for Committee's Minute.

