

IRON SHIP.

(Received at London Office, THURSDAY 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, for 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 12.66
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 Brekin
If Surveyed while Building, Afloat, or in Dry Dock. While building and afloat

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH— Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
<u>168</u>	<u>10</u>	<u>1/2</u>	<u>25</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>5</u>	<u>1/2</u>	<u>70</u>	<u>70</u>	<u>1</u>	<u>1</u>
Dimensions of Ship per Register, length, <u>170</u> breadth, <u>25.1</u> depth, <u>10.2</u>												
Flitch plates <u>7 1/2 x 7 1/2</u>												
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 1/2 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Lower Deck												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double 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												
Rider Plate												
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												
BILGE Angle Irons												
do. Bulb Iron												
do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

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.
" 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, 219
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 McCulloch & Co Surveyor's Signature, Charles Edwards
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

NUMBER for EQUIPMENT 9038		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Wt. req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .							Tested at <i>Wilton</i>					
Fore Sails,	Chain	195	1 3/8	35 38	195 1 3/8		E.R. Leith					
Fore Top Sails,	Iron Stream Chain	60	1 3/8	15 18	60 1 3/8		9424 10.0.0 12.0.0 10.0.0					
Fore Topmast Stay Sails,	or Steel Wire ..			10 18	50 1 3/8		9425 10.1.7 12.6.7 28 1/2 cwt					
	or Hempen Strm Cable						Smiths pt.					
	Towline, Hemp.	75	8		75 8	18, 21	4325 8.2.0 10.12.0 27 1/2 cwt					
Main Sails,	or Steel Wire ..						Stream Anchor					
Main Top Sails, and <i>good</i>	Hawser	90	6		90 6		9423 3.3.7 6.5.1.7 3.3.0					
	Warp	90	4 1/2				Kedge ...					
	quality <i>good</i>	120	4				9422 1.3.7 4.7.0.21 1.3.0					
							2nd Kedge ...					
							0.3.0 0.3.0					

Standing and Running Rigging *Wine 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, then scuppers then 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"* *19' 3" x 11' 0" x 14"* Quarterhatch
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. *1999*
Date *20th Decr 1884*
Order for Ordinary Survey No. *1999*
Date *18th Decr 1884*
No. *68* in builder's yard.
State dates of letters respecting this case *13th Decr 1884, 13th Feb, 20th 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, forecabin, 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, *Charles Edwards*
Special£ *18* : *19* : - *3/9* 1885
(to be sent as per margin) Certificate ...
(Travelling Expenses, if any, &c.)
Committee's Minute *FRIDAY 11 SEPT 1885*

Character assigned *100A.1*
1 Dec 1885
Lloyd's Register Foundation