

IRON SHIP.

(Ru. D. C. P. V.)

No. 8094 Survey held at Manook Date, First Survey 21st June 1881 Last Survey 14th Novr 1881
 On the S.S. "Saigon" 8⁷

TONNAGE under Tonnage Deck	1114.50
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	
Ditto of Houses on Deck	55.95
Ditto of Forecastle	53.62
Gross Tonnage	1324.07
Less Crew Space	76.30
Less Engine Room	391.70
Register Tonnage as out on Beam	756.07

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	15.75
Depth from upper part of Keel to top of Upper Deck Beams	21.54
Girth of Half Midship Frame (as per Rule)	33.66
1st Number	70.95
1st Number, if a 3 Decked Vessel deduct 7 feet	
Length	246
2nd Number	174.53
Proportions— Breadths to Length	7.00
Depths to Length— Upper Deck to Keel	11.42
Main Deck ditto	

Master Girard
 Built at Manook
 When built 1881 Launched 24th Oct 1881
 By whom built Messrs Girard & Co
 Owners Messageries Maritimes de France
 Residence Paris
 Port belonging to Marseilles
 Destined Voyage Bordeaux
 Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule	Feet. Inches.		BREADTH— Moulded	Feet. Inches.		DEPTH top of Floors to Upper Deck Beams	Feet. Inches.		Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams						
	246	0		31	6		19	8				Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.			
Dimensions of Ship per Register, length, <u>248.3</u> breadth, <u>31.6</u> depth, <u>19.5</u>																		
KEEL, depth and thickness	9 x 2 1/2		9 x 2 1/2		9 x 2 1/2		9 x 2 1/2				36		11		36		11	
STEM, moulding and thickness	8 1/2 x 2 1/2		8 1/2 x 2 1/2		8 1/2 x 2 1/2		8 1/2 x 2 1/2				10		11		10		11	
STERN-POST for Rudder do. do.	8 1/2 x 5		8 1/2 x 5		8 1/2 x 5		8 1/2 x 5				10		10		10		10	
" " for Propeller	24		24		24		24				40		13		40		13	
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24				40		13		40		13	
RAMES, Angle Iron, for 2/3 length amidships	4 1/2 x 3		4 1/2 x 3		4 1/2 x 3		4 1/2 x 3				52		10		52		10	
Do. for 1/3 at each end	3 x 3		3 x 3		3 x 3		3 x 3				52		10		52		10	
REVERSED FRAMES, Angle Iron	2 1/2 x 9		2 1/2 x 9		2 1/2 x 9		2 1/2 x 9				52		10		52		10	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	11		11		11		11				52		10		52		10	
thickness at the ends of vessel	4 3/4		4 3/4		4 3/4		4 3/4				52		10		52		10	
depth at 3/4 the half-bdth. as per Rule	4 3/4		4 3/4		4 3/4		4 3/4				52		10		52		10	
height extended at the Bilges	4 3/4		4 3/4		4 3/4		4 3/4				52		10		52		10	
AMS, Upper, Spar, or Awning Deck	7 x 7		7 x 7		7 x 7		7 x 7				32		9		32		9	
do. or Double Ang. Iron, Plate or Tee Bulb Iron	3 x 3		3 x 3		3 x 3		3 x 3				32		9		32		9	
do. or double Angle Iron on Upper edge	40		40		40		40				32		9		32		9	
average space	17		17		17		17				32		9		32		9	
AMS, Main or Middle Deck	7 1/2 x 7		7 1/2 x 7		7 1/2 x 7		7 1/2 x 7				32		9		32		9	
do. or Double Ang. Iron, Plate or Tee Bulb Iron	3 x 3		3 x 3		3 x 3		3 x 3				32		9		32		9	
do. or double Angle Iron on Upper Edge	40		40		40		40				32		9		32		9	
average space	17		17		17		17				32		9		32		9	
AMS, Lower Deck	7 1/2 x 7		7 1/2 x 7		7 1/2 x 7		7 1/2 x 7				32		9		32		9	
do. or Double Ang. Iron, Plate or Tee Bulb Iron	3 x 3		3 x 3		3 x 3		3 x 3				32		9		32		9	
do. or double Angle Iron on Upper Edge	40		40		40		40				32		9		32		9	
average space	17		17		17		17				32		9		32		9	
AMS, Hold or Orlop	7 1/2 x 7		7 1/2 x 7		7 1/2 x 7		7 1/2 x 7				32		9		32		9	
do. or Double Ang. Iron, Plate or Tee Bulb Iron	3 x 3		3 x 3		3 x 3		3 x 3				32		9		32		9	
do. or double Angle Iron on Upper Edge	40		40		40		40				32		9		32		9	
average space	17		17		17		17				32		9		32		9	
FRAMES Centre line, single or double plate, box, or Intercoastal, Plates	11 x 12		11 x 12		11 x 12		11 x 12				32		9		32		9	
" Rider Plate	11 x 12		11 x 12		11 x 12		11 x 12				32		9		32		9	
" Rib Plate to Intercoastal Keelson	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" Angle Irons	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" Double Angle Iron Side Keelson	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" Side Intercoastal Plate	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" do. Angle Irons	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" Attached to outside plating with angle iron	3 x 3		3 x 3		3 x 3		3 x 3				32		9		32		9	
BILGE Angle Irons	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
" do. Bulb Iron	7 1/2 x 7		7 1/2 x 7		7 1/2 x 7		7 1/2 x 7				32		9		32		9	
" do. Intercoastal plates riveted to plating for length	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
BILGE STRINGER Angle Irons	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	
Intercoastal plates riveted to plating for length	5 x 4		5 x 4		5 x 4		5 x 4				32		9		32		9	

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/10 in. Rivets, about 4 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to L. D. S. A. I. and to gunwale 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, 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 7/10 in. diameter averaging 3 1/2 ins. from centre to centre.
 " Butts of 3 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 7/10 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/10 in. diameter, averaging 3 1/2 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 1/2 length amidships.
 " Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper Stringer Plate, treble riveted for 1/2 length.
 " Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 4 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, & Beams, bulbs and angles
 Manufacturer's name or trade mark was the Messrs Works and the plating from the Glasgow Iron Works.
 The above is a correct description.
 Builder's Signature, Girard & Co Surveyor's Signature, R. A. Reed Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

GRK297-0093

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? *fairly so.*
 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 *New 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. *Foremast 60" long: diam 24". Mainmast 62 long: diam 24".*
These are two-plate masts 6/16 & 5/16 thick with cauls simple and cauls double riveted, the plating being doubled at the bands and patches, and the masts fitted with two interior angle irons 4" x 3" x 7/16. The material from the Glasgow Iron Works.

NUMBER for EQUIPMENT	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.
SAILS.						Bower <i>11868</i>	<i>26.0.0</i>	<i>25.12.2.0</i>	<i>25.2.0</i>	
CABLES, &c.						<i>11967</i>	<i>25.1.24</i>	<i>25.3.3.0</i>	<i>25.2.0</i>	
Chain	<i>135 fms. 4ft.</i>	<i>1 3/8"</i>	<i>47 1/2</i>	<i>270-15/10</i>	<i>D. Lewis</i>	<i>11964</i>	<i>21.3.20</i>	<i>22.7.2.0</i>	<i>21.3.0</i>	<i>D. Lewis</i>
Fore Sails,	<i>134 " 3.</i>	<i>1 3/8"</i>	<i>47 1/2</i>		<i>Wetherston</i>					
Fore Top Sails,	<i>75 "</i>	<i>1"</i>	<i>18</i>	<i>754 1</i>						
Fore Topmast Stay Sails,							<i>73.1.10</i>		<i>72.3.0</i>	
Towline, Hemp.	<i>90</i>	<i>10</i>		<i>90-10</i>		Stream <i>11960</i>	<i>8.2.5</i>	<i>10 3/4</i>	<i>8.2.0</i>	
Main Sails,	<i>90</i>	<i>8 1/2</i>		<i>90-8 1/2</i>		Kedge <i>11970</i>	<i>4.1.18</i>	<i>6.17.2.0</i>	<i>4.1.0</i>	
Hawser	<i>90</i>	<i>6</i>		<i>90-6</i>		2nd Kedge <i>11971</i>	<i>2.1.10</i>	<i>4.17.2.0</i>	<i>2.1.0</i>	
Main Top Sails,	<i>90</i>	<i>6</i>								
and	<i>3 @ 110</i>	<i>6</i>								
Standing and Running Rigging	<i>1 @ 110</i>	<i>3 1/2</i>								
The Windlass is	<i>Hawfield's patent</i>									

Engine Room Skylights.—How constructed? *Leak painted on lower*
 Coal Bunker Openings.—How constructed? *Cast iron frame*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *by jets*
 Cargo Hatchways.—How formed? *Not covered and handle a gas rivets together*
 State size Main Hatch *10'0" x 11'0"* Fore hatch *10'0" x 11'0"*
 If of extraordinary size, state how framed and secured? *Ordinary frame*
 What arrangement for shifting beams? *None required: fitted with wood fore & afters.*
 Hatches, if strong and efficient? *Yes*

Order for Special Survey No. *1024* Date *15th April 1881*
 Order for Ordinary Survey No. *4* Date *—*
 No. *223* in builder's yard.
 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 } *Specially surveyed 1881: June 21, 24; July 1, 5, 20, 25; Aug 4, 11, 15, 23, 25; Sept 2, 7, 15, 19, 23, 26; Oct 1, 5, 7, 10, 13, 19, 24, 27;*
 2nd. On the plating during the process of riveting } *Nov. 7, 11, 14*
 3rd. When the beams were in and fastened, and before the decks were laid... }
 4th. When the ship was complete, and before the plating was finally coated or cemented... }
 5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.) *This is a two-decked vessel built in accordance with the plans attached and in other respects in accordance with the Rules. She was a topgallant forecabin 37'6" long, and deck beams as per plan attached. The workmanship is good.*

State if one, two, or three decked vessel, or if spar, 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 *by cement and paint* Outside *paint composite*
 I am of opinion this Vessel should be Classed *100A.1.*

The amount of the Entry Fee ... £ *5* : " : " is received by me, *J. J. M.*
 Special ... £ *53* : *14* : " *257/11* 1881
 Certificate ... *gratis*
 (Travelling Expenses, if any, £ *—*.)
 Committee's Minute *Tuesday, November, 22nd, 1881.*
 Character assigned *Lloyd's Register*
 It is submitted that vessel appears eligible classed as *100A.1.*
 Lloyd's Register
 2 Decks