

IRON SHIP.

No. 321 Survey held at Port Glasgow Date, First Survey 2^d Aug 1882 Last Survey 29th Dec 1882
On the Screw Schooner "Brinio" (241 tons)

TONNAGE under Tonnage Deck	499.11	ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Ditto of Third Spar, (Awning Deck)	4.17	Half Breadth (moulded)
Ditto of Houses on Deck	58.65	Depth from upper part of Keel to top of Upper Deck Beams
Ditto of Forecastle	77.96	Girth of Half Midship Frame (as per Rule)
Gross Tonnage	664.89	1st Number
Less Crew Space	33.67	1st Number, if a 3-Decked Vessel .. deduct 7 feet
Less Engine Room	212.76	Length
Register Tonnage as out on Beam	418.46	2nd Number
		Proportions— Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Master C. J. Moe
 Built at Port Glasgow
 When built 1882 Launched 29th Dec 1882
 By whom built Murdock & Murray
 Owners D. Burger & Son
 Residence Rotterdam
 Port belonging to do
 Destined Voyage do
 If Surveyed while Building, Afloat, or in Dry Dock. While Building & afloat

LENGTH on deck as per Rule	183	Feet. Inches.	BREADTH—Moulded	27	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	14	Feet. Inches.	Power of Engines	80	Horse.	Nº. of Decks with flat laid	One
						Do. do. Main Deck Beams						Nº. of Tiers of Beams	Two

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule			
KEEL, depth and thickness	7 1/2 x 2 1/8	7 1/2 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	22	22	Flat Keel Plates, breadth and thickness	32 1/2 x 9	32 x 9		
STEM, moulding and thickness	6 3/4 x 2 1/8	6 3/4 x 2 1/8	6 3/4 x 4 1/4	6 3/4 x 4 1/4	22	22	PLATES in Garboard Strakes, br'dth & thickness	32 1/2 x 9	32 x 9	From Garboard to upper part of Bilges	7 1/8	7 1/8	Of d'bling at Bilge, or increased thickness, and length applied	9	9
STERN-POST for Rudder do. do.	6 3/4 x 4 1/4	6 3/4 x 4 1/4	22	22	FRAMES, Angle Iron, for 2/3 length amidships	3 1/2 x 3	3 1/2 x 3	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	FRAMES, Angle Iron, for 1/3 at each end	3 1/2 x 3	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5	3 1/2 x 5
REVERSED FRAMES, Angle Iron	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5	3	2 1/2	5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/2	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6	15 1/2	6
thickness at the ends of vessel	8	8	7 1/4	8	7 1/4	8	8	7 1/4	8	8	7 1/4	8	8	7 1/4	8
depth at 3/4 the half-bdth. as per Rule	31	31	BEAMS, Upper, Spar, or Awning Deck	6 1/2	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2	6	6 1/2
height extended at the Bilges	31	31	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Main, or Middle Deck	4 1/4	4 1/4	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6
BEAMS, Hold, or Orlop	5	5	Single or double Angle Iron on Upper edge	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Average space	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Hold, or Orlop	5	5	BEAMS, Main, or Middle Deck	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4	4 1/4
BEAMS, Lower Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2 1/2	2 1/2	6	2		

Are the butts of plating planed or otherwise fitted? *Planed*
 Are 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*
 Are the rivet 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? *Yes a few in the butts.*

Masts, Bowsprit, Yards, &c., are *of P.P. iron* 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

Rigged as a Fore top sail Schooner

NUMBER for EQUIPMENT <i>11102</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	Chain	<i>105</i>	<i>1 1/2</i>	<i>25-2-2-0</i>	<i>30</i>	<i>D.G. Lewis</i>	Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>14015</i>	<i>14-0-24</i>	<i>15-16-3-14</i>	<i>13-2-0</i>	<i>D.G. Lewis</i>
	Fore Sails,	<i>105</i>	<i>1 1/2</i>	<i>42-2-2-0</i>	<i>210-17 1/2</i>	<i>Reherton</i>		<i>14019</i>	<i>13-3-13</i>	<i>15-10-1-7</i>	<i>12-1-25</i>	<i>Reherton</i>
CABLES, &c.	Fore Top Sails,	<i>60</i>	<i>3/4</i>	<i>11-17-2-0</i>	<i>60</i>	<i>00</i>	<i>14014</i>	<i>11-3-6</i>	<i>13-6-0-0</i>	<i>11-1-25</i>	<i>Reherton</i>	
	Fore Topmast Stay Sails,	<i>75</i>	<i>2 3/4</i>	<i>15-2-2-0</i>	<i>75</i>	<i>00</i>	<i>39-3-15</i>	<i>Total</i>	<i>38-2-0</i>			
SAILS.	Main Sails,	<i>90</i>	<i>6 1/2</i>	<i>17-16-0-0</i>	<i>75</i>	<i>00</i>	Stream Anchor	<i>14018</i>	<i>11-2-14</i>	<i>7-0-0-0</i>	<i>4-3-0</i>	<i>D.G. Lewis</i>
	Main Top-Sails, and others	<i>90</i>	<i>4</i>	<i>90</i>	<i>6 1/2</i>	<i>90</i>	Kedge	<i>14017</i>	<i>2-2-0</i>	<i>5-2-0-0</i>	<i>2-2-0</i>	<i>D.G. Lewis</i>
Standing and Running Rigging								2nd Kedge	<i>1</i>	<i>3-0</i>	<i>1-1-0</i>	

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good* sufficient
 Engine Room Skylights.—How constructed? *Iron Comings 6/16 thick* How secured in ordinary weather? *Screw Bolled*
 What arrangements for deadlights in bad weather? *2 above & 2 below each framing Leak Covers & Bulls' eyes.*
 Coal Bunker Openings.—How constructed? *Circular flange* How are lids secured? *Check & Stud* Height above deck? *Flush.*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two Scuppers & two ports each side*
 Cargo Hatchways.—How formed? *Iron Comings 30 x 6/16 riveted & Beams & half beams.*
 State size Main Hatch *18-3 x 10-0* Forehatch *11-0 x 8-0* Quarterhatch *14-8 x 9-0*
 If of extraordinary size, state how framed and secured? *Tie plates of double breadth at side of beam.*
 What arrangement for shifting beams? *A detachable plate in the main & a shifting beam in Quarter & strong for safety.*
 Hatches, If strong and efficient? *Yes 3 in solid.*

Order for Special Survey No. *1098* Date *7-4-1882*
 Order for Ordinary Survey No. *1099* Date *1-1-1883*
 No. *68* 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. *Special Survey 2 1882:—*
 2nd. On the plating during the process of riveting. *Augt 2-14 10-18 31; Sept 6-13 14-21;*
 3rd. When the beams were in and fastened, and before the decks were laid. *Oct. 5-10 17-20 23-27; Nov 10-13 20-22 24-28;*
 4th. When the ship was complete, and before the plating was finally coated or cemented. *Dec 16-27 29.*
 5th. After the ship was launched and equipped.

General Remarks (State quality of workmanship, &c.) *Quality of materials & Workmanship for this vessel has been constructed in accordance with the accompanying approved sketches of midship & longitudinal sections and in all other respects with the Rules. The Water-ballast-Tanks have been tested according to the requirements of the Rules & made quite satisfactory.*

State if *one, two, or three decked vessel, or if open, or awning decked*; and the lengths of *144' 9 1/2* poop, bridge, fore-castle, or raised quarter deck, *62-6* (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 *100A.1*
 The amount of the Entry Fee ... £ *5* : : : is received by me, *J. D. Pawbent*
 Special ... £ *31* : *11* : : *23 Dec 1882*
 Certificate ... *Gratis*
 (Travelling Expenses, if any, £ ...)
 Committee's Minute *Tuesday 4th January 1883.*

Character assigned *100A.1*
J. D. Pawbent
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 It is submitted that this vessel appears eligible to be classed 100A.1 as recommended.

Reference should be made to any correspondence connected with the case.

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