

# 2921 IRON SHIPS.

Recd 10/6

No. 1950 Survey held at Glasgow Date 29<sup>th</sup> September 1862  
 on the S.S. Perth Master Andrew Graham  
 Tonnage Gross 498.84 Engine Room 130.81 Register 368.06 Built at Glasgow  
 When Built 1862 By whom built B Barclay Curle & Co Owners Canon Co  
 Lunched 6<sup>th</sup> Sept 1862  
 Port belonging to Grangemouth Destined Voyage Grangemouth to London  
 Surveyed Afloat or in Dry Dock Whilst Building

Length aloft	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
188	18	8	114	9	125		
Extreme Breadth	37						
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	7/16	3 1/2	2 3/4	7/16	
depth and thickness of Floor Plate at mid line	18	7/16		11 1/2	7/16		
depth and thickness of Floor Plate at Bilge Keelson	8 1/2	7/16		3 1/2	7/16		
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	3/8	2 3/4	2 1/2	6/16	
Frames, Size of Angle Iron, single or double	4	3	7/16	3 1/2	2 3/4	7/16	
Reversed Iron, if to every frame	to the upper part of the frame						
Beams, Deck (No. 50) double Angle Iron	to the upper part of the frame						
Bulb Iron with double Angle Iron on top	to the upper part of the frame						
depth & thickness of plate amidships	6 1/2	7/16		6 3/4	6/16		
double or single Angle Iron, on lower edge	2 1/2	2 1/2	7/16	2 1/2	2 1/2	5/16	
average space between	3 feet						
if wood (No. ) sided & moulded							
Hold, or Lower Deck (No. 44) double Angle Iron or Bulb Iron with double Angle Iron on top	to the upper part of the frame						
depth & thickness of plate amidships	7	7/16		6 3/4	6/16		
double or single Angle Iron, on lower edge	2 1/2	2 1/2	7/16	2 1/2	2 1/2	5/16	
average space between	3 feet						
if wood (No. ) sided & moulded							
Paddle, wood, sided and moulded or if Iron, size of Plate							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	23	7/16		48 1/2	7/16		
Side or Bilge	4	4	7/16	4	3	6/16	
Number	1						

Transoms, material Iron plates, if none, in what manner compensated for.

Knight-heads English Oak Bulkheads, No. Six Thickness of 7/16

Hawse Timbers do are they free from defects? do how secured to the sides of the ship Riveted between lower frames

The Frames or Ribs extend in one length from Middle Line to Gunwale rivetted through plates with (3/4 in.) rivets, about (1/2 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Upper part of Hold Beam Stringer plates etc.

Keelson, how are the various lengths of plates or angle irons connected? By Lining Pieces

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (4 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (5 in.) Breadth of laps in single rivetting (5 in.)

Planksheer, how secured to the plating of the sides { Explain by sketch, } By shown by sketch

Waterway do planksheer and to the Beams { if necessary. } By shown by sketch

Side trussing breadth and thickness of plates how secured? do

Deck trussing do

Deck Beams, how secured to the side? Welded & Rivetted to the Frames

Hold or Lower Deck do

Paddle do

No. of breasthooks Three crutches Three how are pointers compensated? Round Stern Trussed Complete

What description of iron is used for the angle iron and plate iron in the vessel? Thosent and Builder's Signature B Barclay Curle & Co

2921 Jan

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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

Do the filings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Yes

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in Case of 1 Butt

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Qualities produced	Fathoms.	Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain	210	1 1/4	Bower, <u>Antinous</u>	3 16.2.18
	Fore Top Sails,	Hempen Stream Cable	68	3/4		16.2.22
	Fore Topmast Stay Sails,	Hawser <u>C. Ham</u>	60	3/4	Stream, <u>Common</u>	12.3.14
	Main Sails,	Towlines	90	5/8		5.0.16
	Main Top Sails,	Warp	90	5/8	Kedge, <u>do</u>	2.2.0
and		All of <u>good</u> quality.				

Her Standing and Running Rigging Calcutta Hemp sufficient in size and Good in quality.

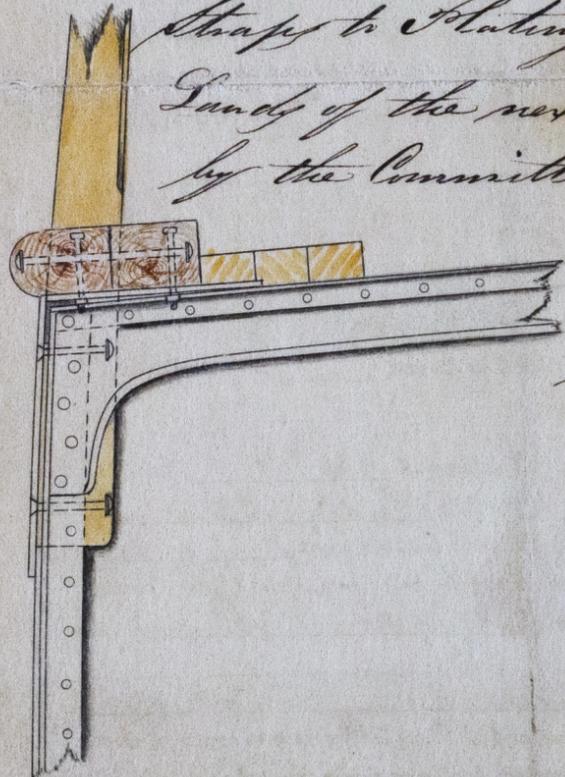
She has one life ~~long~~ Boat and one Quarter Boat and Skiff

The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought Built Under Ordinary
  - 2nd. On the plating during the progress of rivetting Survey and at the following dates
  - 3rd. When the beams were in and fastened, and before the decks were laid 23<sup>rd</sup> August
  - 4th. When the ship was complete, and before the plating was finally coated 2.5.8.11.20<sup>th</sup> September
  - 5th. After the ship was launched

The whole of the Midship Plating of this Vessel for a Length of 100 ft is 1/16<sup>th</sup> of an Inch thicker than required by Rule, All the Frames are Worked Double in Way of Boiler and Engine Room, and Built Straps to Plating are Extended over and Rivetted through the Gandy of the next Strake above and below, This was Considered by the Committee whilst here on the 11<sup>th</sup> August a Compensation for the increased space in the Double Rivetting of Outside Plating and further sanctioned by your Letter of 23<sup>rd</sup> August



In what manner are the surfaces preserved from oxidation? Red Lead

I am of opinion this Vessel should be classed G.A.T.

The amount of the Fee .....£ 5 : - : - is received by me,

Special .....£ 5 : 5 : -

\*Certificate (if required) .....£ - : 5 : -

Committee's Minute 10<sup>th</sup> October 1862.

Character assigned 1 for 9 Years

*Vertical text:* Certificate

*Signature:* L. Darling

*Text:* I concur in the above recommendations



Lloyd's Register Foundation

\*The return of the ship to the