

IRON SHIPS.

Name Marine

Rev 21/11/64

No. 2263 Survey held at Glasgow Date 5th Nov^r 18 64
 on the S.S. Perthshire Lassie Master W. McNeill
 Tonnage Gross 229.57 Engine Room 69 Register 160.57 Built at Glasgow
 When Built 1864 Launched 24th Aug^r 1864 By whom built Union Ship B^y Comp^y
 Owners Bristol & G^l Port belonging to Bristol Destined Voyage Bristol coaster
 If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	
124			21			12		45	32		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.	Inches required per Rule.	Inches in Ships.	Inches required per Rule.	16ths required per Rule.	Stem, if bar iron, moulding and thickness	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.	
	21	21	21	21	21	if plate iron, breadth and thickness	6	12	64	2	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	Inches required per Rule.	16ths required per Rule.	Stem-post, if bar iron, moulding and thickness	6	3	64	4
	16 1/2	2 1/2	5/16	3	2 1/2	5/16	if plate iron, breadth and thickness	6	3	64	4
depth and thickness of Floor Plate at mid line	13 1/2	5/16	13 1/2	5/16	5/16	Keel, if bar iron, depth and thickness	6	12	64	2	
depth and thickness of Floor Plate at Bilge Keelson	5	5/16	5	5/16	5/16	if plate iron, breadth and thickness	6	12	64	2	
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	5/16	2 1/2	2 1/2	5/16	Garboard Plates, Breadth and thickness	30	5/16	24	5/16
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	5/16	3	2 1/2	5/16	From Garboard to upper part of Bilge	5/16	5/16	5/16	5/16
Reversed Iron, to every frame or every other frame	10	upper part of bilge	10	upper part of bilge	10	upper part of bilge	From upper part of Bilge to Sheerstrakes	5/16	5/16	5/16	5/16
Beams, Deck (No. 2) double Angle Iron, or Bulb Iron	6	5/16	5	5/16	5/16	5/16	Sheerstrakes, Breadth and thickness	35	5/16	24	5/16
double or single Angle Iron, on upper edge	2 1/2	2 1/2	5/16	2	2	5/16	Butt Straps to outside plating, Breadth and thickness	6	6/16	5/16	6/16
average space between	3 ft 6 ins.	3 ft 6 ins.	3 ft 6 ins.	3 ft 6 ins.	3 ft 6 ins.	3 ft 6 ins.	Planksheers	2	Iron	bal	mark
if wood (No.) sided & moulded							Gunwale Plate or Stringer on ends of Up. Dk Beams	20	5/16	18	5/16
Hold, or Lower Deck (No.) double Angle Iron, Plate, or Bulb Iron							Angle Iron on ditto	3 1/2	3/16	3	3/16
double or single Angle Iron on edge							Diagonal Tie Plates on Beams	8	5/16	7 1/2	5/16
average space between							Waterway				
if wood (No.) sided & moulded							Deck	2 1/2	2 1/2	2 1/2	2 1/2
Paddle, wood, sided and moulded, or if Iron, size of Plate							Ceiling in Hold	2 1/2	2 1/2	2 1/2	2 1/2
Engine							Ceiling betwixt Decks				
Keelson, single plate, box, or intercostal	16 1/2	5/16	16 1/2	5/16	5/16	5/16	Beam Clamps or Spirketting				
Size of Plates	6	5/16	5	5/16	5/16	5/16	Shelf				
Size of Angle Irons	3	3 1/2	5/16	3	3	5/16	Stringer Plates on ends of Hold or Lower Dk Beams				
Ditto Bilge (No. 2)							Ceiling between Decks	8	5/16	7 1/2	5/16
							Stringer or Tie Plates out- side Hatchways				
							Deck Beam Clamps or Spirketting				
							Shelf				
							Stringers in Hold	3 1/2	3/16	3	3/16
							Deck, Lower	6	5/16	6	5/16
							Deck, Upper, how fastened to Beams				

Transoms, material iron plate, if none, in what manner compensated for. how secured to the sides of the ship
 Knight-heads, and Hawse Timbers iron frames size of vertical angle iron and their distance apart
 The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (5 in.) rivets, about (4 1/2) apart.
 The reverse angle irons on the floors extend in one length across the middle line from above bilge above bilge
 on the frames, from mid. line to gunwale
 Keelson, how are the various lengths of plates or angle irons connected? by butt covers
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (5/16 in.) diameter averaging (3 1/4 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (5/16 in.) thick, or clench, double or single rivetted; rivets (5/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (5/16 in.) thick, double or single rivetted; rivets (5/16 in.) diameter, averaging (2 1/2 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 sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; rivets (5/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Edge of Sheerstrake, double or single rivetted?
 Butts from bilge to planksheers, worked carvel with a lining piece (5/16 in.) thick, double or single rivetted; rivets (5/16 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 1/2)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides Explain by sketch
 Waterway, planksheer and to the Beams if necessary. iron bulwarks & gutter waterway
 Deck Beams, how secured to the side? Welded knees rivetted to frames
 Hold or Lower Deck none
 Paddle
 No. of breasthooks 2 crutches 2 how are pointers compensated? Stringers run through
 What description of iron is used for the angle iron and plate iron in the vessel? Black iron Builder's Signature George R. ...

38552m

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

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 through the butts

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
One	Fore Sails,	Chain <u>15.15</u>	180	15	186.27 Ex. Stock
Complete	Fore Top Sails,	Hempen Stream Cable <u>14.14</u>	90	6	2.021 Ex. Stock
Suit.	Fore Topmast Stay Sails,	Hawser	45	4	5.3.14 Ex. Stock
	Main Sails,	Towlines	45	3 1/2	22.0
	Main Top Sails,	Warp			
and		All of <u>good</u> quality.			

Her Standing and Running Rigging Gal iron wire sufficient in size and good in quality.

She has 2 Life Boats and 1 Dingy

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

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	<u>Built under special</u>
	2nd. On the plating during the progress of rivetting	<u>Survey from</u>
	3rd. When the beams were in and fastened, and before the decks were laid	<u>10th March 1865</u>
	4th. When the ship was complete, and before the plating was finally coated	<u>1864</u>
	5th. After the ship was launched	

This vessel was intended to have been under 200 tons below the deck, and was built to that grade, the tonnage is 10.21 tons above that amount, & therefore the keel, frames & floor plates are less than required by the rule.

A double angle iron stringer with bulb iron between is fitted fore & aft at upper part of bilges, in addition to bilge keelson which also has a bulb iron rivetted between the two angle irons for about half the length amidships. A double angle iron stringer is also fitted 4ft 6" below deck beams. - Is built with a short poop & fore-castle. -

As the anchors & chains have not been tested at a public machine & the vessel not built to the grade in accordance with her tonnage I beg to leave it to the consideration of the Committee what character shall be assigned. -

In what manner are the surfaces preserved from oxidation? Red lead & patent paint.

I am of opinion this Vessel should be classed _____

The amount of the Fee£ 2 : : : is received by me,

Special£ 11 : 10 : :

* Certificate (if required)£ 10 : :

Committee's Minute 22nd November 1864

Character assigned A



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