

# IRON SHIPS.

No. 2833 Survey held at Glasgow Date 20<sup>th</sup> June 1888  
 on the Ship "City of Perth" Master Neil Mc Melvie  
 Tonnage under tonnage deck 1160 Built at Glasgow When built 1888 Launched 23 May 1888  
 Ditto of Plated or spar deck 14 By whom built G. Corrie & Co. Owners Geo. Smith & Sons  
 Ditto of Round House 218 Port belonging to Glasgow Destined Voyage Calcutta  
 Total Register tonnage 1185  
 Gross Tonnage 1185

Surveyed while Building, Afloat, or in Dry Dock while building and afloat

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.	No. of Decks
	231		35	4		22	2				One
(Dimensions of Ship per Register, length 232.5 breadth 35.4 depth 22.2)											
Keel, if bar iron, depth and thickness	10 1/2	3 1/2	Inches in Ship			Inches required per Rule			Plates in Garboard Strakes, breadth and thickness	30	15
„ if plate iron, breadth and thickness									Ditto from Garboard to upper part of Bilges	12	10
Stem, if bar iron, moulding and thickness	9	3				8 1/2	3		„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	10	10
„ if plate iron, breadth and thickness									„ from 3/4ths depth of Hold to lower edge of Sheerstrake	10	10
Stern-post, if bar iron, moulding and thickness	9	3				8 1/2	3		„ Sheerstrake, breadth and thickness	30	15
„ if plate iron, breadth and thickness									Butt Straps to outside plating, breadth and thickness	11	14
Distance of Frames from moulding edge to moulding edge, all fore and aft	24					24			Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	32	10
Frames, Size of Angle Iron, single or double	5	3				9	5		Angle Iron on ditto	5 x 4 1/2	9
„ Reversed Iron, if to every frame									Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	13	10
Beams, Size of Angle Iron, single or double	3 1/2	3				3 1/2	3		Diagonal Tie Plates on ditto	13	10
Floors, depth and thickness of Floor Plate at mid line	2 1/2					2 1/2			Planksheer, materials and scantlings	1 1/2	10
„ Ditto ditto at Bilge Keelson	12					12			Waterway ditto ditto	4 x 5	10
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2	3				3 1/2	3		Flat of Upper Deck, thickness and material	4 x 5	10
Beams, Deck (No. ) double Angle Iron, Plate, Tee, or Bulb Iron	8 1/2					8 1/2			„ how fastened to Beams	but and screw bolts	
„ double or single Angle Iron, on upper edge	3	3				3	3		Ceiling betwixt Decks and in Hold, thickness and material	1/2	10
„ average space between centres	4	feet				4	feet		Clamps or Spirketting ditto		
Hold, or Lower Deck (No. ) double Angle, Tee, Plate, or Bulb Iron	8 1/2					8 1/2			Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	24	10
„ double or single Angle Iron on upper edge	3	3				3	3		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	13	10
„ average space between centres	4	feet				4	feet		Stringers in Hold	5 x 4 1/2	9
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									Flat of Lower Deck, thickness and material	8	10
„ Engine									Main piece of Rudder, diameter at head	8	10
Keelson, single or double plate, box, or intercostal	10					10			„ at heel	8	10
„ Size of Plates	10					10			(Can the Rudder be unshipped afloat)	Yes	
„ Size of Angle Irons	5	4 1/2				5	4 1/2		Bulkheads, No. Thickness of	10	
„ Side, single or double, plate, box, or intercostal	2 1/2					2 1/2			„ Height up upper deck		
„ Bilge (No. ) at each Bilge, single, or double, plate, or box	5	4 1/2				5	4 1/2		„ how secured to the sides of the ship	Twisted between two	
Transoms, material									„ size of vertical angle irons and their distance apart	3 x 5	
Knight-heads, and Hawse Timbers											
The Frames extend in one length from											
The reverse angle irons on the floors extend in one length across the middle line from											
„ on the frames											
Keelson, how are the various lengths of plates or angle irons connected?											
Plates, Garboard, double or											
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 ins.) apart.											
„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/4 x 1/2) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (1 1/2 ins.) apart.											
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (1/4) thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 in.) apart.											
„ Edges of Sheerstrake, double or single rivetted? At upper edge											
„ Butts from bilge to planksheers, worked carvel with butt straps (1/4 x 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 ins.) apart.											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?											
Planksheer, how secured to the plating of the sides											
Waterway „ „ planksheer and to the Beams											
Deck Beams, how secured to the side?											
Hold or Lower Deck ditto											
Middle „ „											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?											
Manufacturer's name or trade mark											
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature											
Surveyor's Signature											

Transoms, material Iron Plate or, if none, in what manner compensated for.  
 Knight-heads, and Hawse Timbers Iron Plates  
 The Frames extend in one length from Middle line to Gunwale rivetted through plates with (7/8 in.) rivets, about (6-8) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Stringer to above the Hold beam  
 „ on the frames „ „ „ from and to the Gunwale and alternate Frames  
 Keelson, how are the various lengths of plates or angle irons connected? by lining pieces  
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 x 1/2 ins.) diameter, averaging (1 1/2 in.) apart.  
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 ins.) apart.  
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (1/4 x 1/2) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (1 1/2 ins.) apart.  
 Do the butt straps lap over and rivet through the lands of the strake below? Yes  
 „ Edges from bilge to sheerstrake, worked carvel with a lining piece (1/4) thick, or clencher, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 in.) apart.  
 Do the butt straps lap over and rivet through the lands of the strake below? Yes  
 „ Edges of Sheerstrake, double or single rivetted? At upper edge single to Bulwarks At lower edge Double  
 „ Butts from bilge to planksheers, worked carvel with butt straps (1/4 x 1/2) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (1 1/2 ins.) apart. Breadth of laps in double rivetting (5 1/2 Diam) Breadth of laps in single rivetting (✓)  
 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 from Bulwarks  
 Deck Beams, how secured to the side? Welded knees rivetted to the Frames  
 Hold or Lower Deck ditto Do  
 Middle „ „ Do  
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Reversed Angle Bars  
 Manufacturer's name or trade mark Glasgow Boiler Plates  
 We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature W. Miller Surveyor's Signature A. B. Dalrymple  
 Lloyd's Register  
 IRON 442-0271



6303 L

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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?* *Yes*  
 Do the holes for rivetting plate to frames, butt straps, 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 corners of Butts*

Her Masts, Bowsprit, Yards, &c., are in *Good* condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

Tested by *R. Burrell* at *Low Walker* *May 20<sup>th</sup> 1868*

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No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
	Fore Sails,	<i>Sample taken from this Chain at 18 fms.</i>	<i>300</i>	<i>1 1/2</i>	<i>55.20</i>	<i>1 3/4</i>	<i>55 1/2</i>	Bowers .....	<i>3</i>	<i>31.2.24</i>	<i>30.11.34</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
	Fore Top Sails,	<i>Stream Chain</i>	<i>90</i>	<i>1 1/2</i>	<i>20.00</i>					<i>5.3.10</i>	<i>29.18.3</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
	Fore Topmast Stay Sails	<i>Hempen Stream Cable</i>	<i>90</i>	<i>1 1/2</i>	<i>20.00</i>					<i>5.3.10</i>	<i>29.18.3</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
	Main Sails,	<i>Hawser</i>	<i>90</i>	<i>1 1/2</i>	<i>20.00</i>					<i>5.3.10</i>	<i>29.18.3</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
	Main Top Sails,	<i>Towlines</i>	<i>90</i>	<i>1 1/2</i>	<i>20.00</i>					<i>5.3.10</i>	<i>29.18.3</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
	and	<i>Warp</i>	<i>90</i>	<i>1 1/2</i>	<i>20.00</i>					<i>5.3.10</i>	<i>29.18.3</i>	<i>30</i>	<i>28 1/2</i>	<i>28 1/2</i>
		<i>All of Good quality.</i>												
	Her Standing and Running Rigging	<i>Calc. Main &amp; Hemp</i>												
	She has <i>a 25 feet</i>	<i>Long Boat and 22 feet</i>												
	The present state of the Windlass is <i>new</i>	<i>Capstan new</i>												
		<i>and Rudder new</i>												
		<i>Pumps new and efficient</i>												

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought  
 No. *526* Surveys held 2nd. On the plating during the progress of rivetting *Built under Special Survey*  
 Date *Decr 23/67* while building 3rd. When the beams were in and fastened, and before the decks were laid *from the 20<sup>th</sup> Decr 1867*  
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated *to the 20<sup>th</sup> June 1868*  
 No. *527* Section 18. 5th. After the ship was launched

State if she has a Spar Deck *Yes* or Forecastle *Yes*

**General Remarks,** *Fitted with an intermediate intercostal keelson in flat of Bottom 23 1/2", extending above the Floors and Riveted between two Angle Bars 5x4 1/2x90. Frames doubled with Angle Bars same size as Frames, viz. 5x3x90. For half the ship length in midships and spaced 24 ins apart. Butt Straps to Sheerstrake are extended over two Frames, and are triple Riveted as also Butts of Gunwale & Deck. Hold Beam Stantons to each Beam 3 1/2, tween deck D. 2 1/2 ins. Bowsprit of Iron, formed of four plates 8 1/2 to 10 thick, with four Angle Bars in way of Bed 5x3x90; Fore and Main Trunks of Iron, of four plates 8 1/2 to 10 thick, lands double clench and butts triple carvel riveted. Fore and Main Girds of Iron 10. 10 x 10 thick. Fore and Main lower Topsail Girds of Steel 10. 10 x 10 thick, lands single and butts triple clench riveted.*

In what manner are the surfaces preserved from oxidation? Inside *Flat of Bottom with Portland Cement*  
 Ditto ditto Outside *Red Lead Oil and Patent Paints*

I am of opinion this Vessel should be Classed *A 1*  
 The amount of the Fee .....£ 5 : : : is received by me,  
*June 1868* Special .....£ 59 : 9 :  
 Certificate (if required) .....£ *none* :

Committee's Minute *23<sup>rd</sup> June 1868*

Character assigned *A 1*  
*87*

*A. B. Darling*  
*This Vessel appears eligible to be classed as recommended above*  
*22.6.68*  
 Lloyd's Register Foundation