

At Mullaw for No 167

IRON SHIPS.

Rec 15/1/72

No. 1509 Survey held at Dunbarton Date, First Survey 12th May 71 Last Survey 11 July 72
On the S.S. Panormos Master F. Montechiaro

Tonnage under Tonnage Deck <u>1511.39</u>	ONE OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Dunbarton</u>
Ditto of Spar Deck, or Awning Deck	Half moulded breadth <u>16.25</u>	Half Moulded Breadth <u>16.25</u>	When built <u>1871.2</u> Launched <u>31st Jan 72</u>
Ditto of Poop, or Raised Qr. Deck	Depth from upper part of Keel to top of Upper Deck Beams <u>22</u>	Total Depth if three or more Decks <u>25.62</u>	By whom built <u>A. McMillan & Son</u>
Ditto of Houses on Deck <u>27.57</u>	Girth of Half Midship Frame (as per Rule) <u>57.50</u>	Total Girth of Half Midship Frame <u>57.50</u>	Owners <u>Trinacria S.S. Co.</u>
Ditto of Forecastle	1st Number <u>9.37-7.42.37</u>	3rd Number <u>49.37</u>	Port belonging to <u>Palermo</u>
Gross Tonnage <u>1530.90</u>	Length <u>263.90</u>	Length <u>263</u>	Destined Voyage <u>Glas. Palermo and</u>
Crew Space, as per Rule <u>27.51</u>	Compared with <u>1871 Rules</u>	47622	Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as per Rule <u>1511.39</u>	2nd Number <u>190.3331</u>	4th Number <u>20074</u>	
Engine Room <u>492.44</u>	Depths to Length <u>14.73 MD</u>	Breadths to Length <u>8.09</u>	
Engine Tonnage, as a Steamer, cut on Beam <u>1018.05</u>			

Length on deck as per Rule <u>263</u>	Feet. Inches. Moulded Breadth <u>32.6</u>	Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule <u>23.73</u>	Feet. Inches. Horse. Power of Engines <u>270</u>	N ^o . of Decks <u>Two</u>	N ^o . of Tiers of Beams <u>Two</u>
Dimensions of Ship per Register, length, <u>270.6</u> breadth, <u>32.45</u> depth, <u>24</u>					
Keel, if bar iron, depth and thickness <u>9 1/2 x 2 1/2</u>	Inches in Ship. <u>9 1/2</u>	Inches required per Rule. <u>9 1/2</u>	Flat Keel Plates, breadth and thickness <u>36</u>	Inches in Ship. <u>12</u>	Inches required per Rule. <u>36</u>
Do. if centre through plate, depth and thickness <u>9 x 2 1/2</u>	<u>9</u>	<u>9</u>	Plates in Garboard Strakes, breadth and thickness <u>36</u>	<u>12</u>	<u>36</u>
Stem, if bar iron, moulding and thickness <u>9 x 5</u>	<u>9</u>	<u>9</u>	Do. from Garboard to upper part of Bilges <u>11.10.9</u>		<u>11.9</u>
Stern-post for Rudder do. <u>9 x 5</u>	<u>9</u>	<u>9</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u>10.8</u>		<u>10.8</u>
Stern-post for Propeller <u>9 x 5</u>	<u>9</u>	<u>9</u>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake <u>38.12.10</u>		<u>36</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u>	<u>24</u>		Do. Main Sheerstrake, breadth and thickness <u>38.12.10</u>		<u>36</u>
Frames, size of Angle Iron, for 1/2 length amidships <u>4 3 7</u>	<u>4 3 7</u>	<u>4 3 7</u>	Do. of doubling at Sh'rstrake, & length applied <u>8.7</u>		<u>8.7</u>
Do. for 1/2 at each end <u>4 3 6</u>	<u>4 3 6</u>	<u>4 3 6</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake <u>3 1/2 10.8.36</u>		<u>10.8</u>
Reversed Frames, size of Angle Iron <u>3 3 7</u>	<u>3 3 7</u>	<u>3 3 6</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness <u>16 1/2 9 12.7</u>		<u>16 1/2 9 12.7</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>23 1/2</u>	<u>23 1/2</u>	<u>20 1/2</u>	Butt Straps to outside plating, breadth & thickness <u>3 1/2 10.8.36</u>		<u>10.8</u>
Do. at the ends <u>10 1/2</u>	<u>10 1/2</u>	<u>9</u>	Lengths of Plating <u>2.9.10.10</u>		
Do. do. do. at Bilge Keelson <u>10 1/2</u>	<u>10 1/2</u>	<u>9</u>	Shifts of Plating, and Stringers <u>2.9.10.10</u>		
Do. height extended at the Bilges <u>47</u>	<u>47</u>	<u>41</u>	Gunwale Plate on ends of <u>3 1/2</u>		<u>37</u>
Beams, Upper, Spar, or Awning Deck (No. <u>1</u>)	<u>6 1/2</u>	<u>6 1/2</u>	Upper Deck Beams, breadth and thickness <u>3 1/2</u>		<u>37</u>
Single or double Angle Iron, Plate or Tee Bulb Iron <u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Angle Iron on ditto <u>3 1/2</u>		<u>37</u>
Main or double Angle Iron on Upper edge <u>6 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>	Tie Plates (fore and aft), outside Hatchways <u>12 1/2</u>		<u>12</u>
Average space <u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	Diagonal Tie Plates on Beams (No. of Pairs, <u>8</u>)		<u>12</u>
Beams, Main or Middle Deck (No. <u>1</u>)	<u>8</u>	<u>8</u>	Planksheet material and scantling <u>1 1/2</u>		<u>1 1/2</u>
Single or double Angle Iron, Plate or Tee Bulb Iron <u>8</u>	<u>8</u>	<u>8</u>	Waterways do. <u>4</u>		<u>4</u>
Average space <u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	Flat of Deck do. <u>4</u>		<u>4</u>
Beams, Lower Deck, Hold or Orlop (No. <u>1</u>)	<u>8</u>	<u>8</u>	How fastened to Beams <u>3 1/2</u>		<u>37</u>
Single or double Angle Iron, Plate or Tee Bulb Iron <u>8</u>	<u>8</u>	<u>8</u>	Stringer Plate on ends of Main or Middle Deck		<u>37</u>
Average space <u>4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	Beams, breadth and thickness <u>3 1/2</u>		<u>37</u>
Keelson Centre line, single or double plate, box, or intercostal, size of Plates <u>23 1/2</u>	<u>23 1/2</u>	<u>20 1/2</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>		
Do. Bulb Plate to Intercostal Keelson <u>10</u>	<u>10</u>	<u>10</u>	Angle Irons on ditto (No. <u>3</u>) <u>4x3x9</u>		<u>4x4x9</u>
Do. Size of Angle Irons <u>5 1/2</u>	<u>5 1/2</u>	<u>4 9</u>	Tie Plates, outside Hatchways <u>12</u>		<u>12</u>
Do. Side Intercostal Keelson, size of Plates <u>22</u>	<u>22</u>	<u>9</u>	Diagonal Tie Plates on Beams (No. of pairs, <u>8</u>)		<u>12</u>
Do. Angle Irons on tops of Floors <u>5 1/2</u>	<u>5 1/2</u>	<u>4 9</u>	Waterways materials and scantlings <u>1 1/2</u>		<u>1 1/2</u>
Do. Bilge Keelson, Bulb Iron <u>8</u>	<u>8</u>	<u>8</u>	Flat of Deck do. <u>3 1/2</u>		<u>3 1/2</u>
Do. do. Intercostal plates riveted <u>9</u>	<u>9</u>	<u>9</u>	How fastened to Beams <u>3 1/2</u>		<u>3 1/2</u>
at fore end - to plating for <u>34</u> length <u>9</u>	<u>9</u>	<u>9</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>32 1/2</u>		<u>32 1/2</u>
Side Stringers (No. <u>200</u>) size of Angle Irons <u>5 1/2</u>	<u>5 1/2</u>	<u>4 9</u>	(Is the Stringer Plate attached to the outside plating?) <u>Yes</u>		
Do. Intercostal plates riveted to plating for <u>34</u> length <u>9</u>	<u>9</u>	<u>10</u>	Angle Irons on ditto (No. <u>3</u>) <u>4x3x9</u>		<u>4x4x9</u>
Transoms, material <u>Iron plate</u> , or, if none, in what manner compensated for.			Stringer or Tie Plates, outside Hatchways <u>12</u>		<u>12</u>
Knight-heads <u>Iron</u> Hawse Timbers <u>Wood chocks</u>			Flat of Deck <u>3 1/2</u>		<u>3 1/2</u>
Windlass <u>Iron Patent</u> Pall Bitt <u>Iron</u>			Ceiling betwixt Decks, thickness and material <u>9 1/2</u>		<u>2 1/2</u>
The Frames extend in one length from <u>Keel</u> to <u>Upper deck stringer</u>			Do. in hold <u>3 1/2</u>		<u>2 1/2</u>
The Reverse Angle Irons on the floors and frames extend from the middle line on each frame to the main deck and to upper deck alternately			Main piece of Rudder, diameter at head <u>6</u>		<u>6 1/2</u>
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>They are</u>			Do. do. at heel <u>3 1/2</u>		<u>3 1/2</u>
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets <u>1/2</u> in. diameter, averaging <u>5 1/2</u> ins. from centre to centre.			(Can the Rudder be unshipped afloat? <u>Yes</u>)		
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or <u>single</u> Riveted; with Rivets <u>1/2</u> in. diameter, averaging <u>5 1/2</u> ins. from centre to centre.			Bulkheads No. <u>4</u> Thickness of <u>6/16</u>		<u>6</u>
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes <u>1 1/2</u> thick, double or <u>single</u> Riveted; with Rivets <u>1/2</u> in. diameter averaging <u>3 1/2</u> ins. from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>Yes</u>			Do. Height up <u>Frame to upper deck</u> <u>16 1/2</u> after frame square		
Do. of <u>Three</u> Strakes at Bilge for <u>170</u> length, treble riveted with Butt Straps <u>1 1/2</u> thicker than their plates.			Do. How secured to the sides of the ship <u>Double frames and 2 1/2</u>		
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece <u>1 1/2</u> thick, or clencher, double or <u>single</u> riveted; with rivets <u>1/2</u> in. diameter, averaging <u>3</u> ins. from centre to centre.			Do. Size of Vertical Angle Irons, <u>3x3x</u> and their distance apart, <u>30</u> ins.		
Do. Edges of Sheerstrake, Main, double or <u>single</u> Riveted. Upper, double or <u>single</u> Riveted. At upper edge <u>Single</u> At lower edge <u>Single</u>			Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>		
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps <u>10 1/2</u> thick, double or <u>single</u> Riveted; with Rivets <u>3/4</u> in. diameter, averaging <u>3</u> ins. from centre to centre.					
Do. Butts of Main Sheerstrake, double or <u>treble</u> Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or <u>treble</u> Riveted					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or <u>single</u> Riveted?					
Planksheet, how secured to the plating of the sides? <u>Which also forms the</u> Waterway, how secured to the planksheet and to the Beams. (Explain by Sketch, if necessary.) <u>See sections</u>					
Beams of the various Decks, how secured to the sides? <u>Single braced keelsons</u> No. of Breasthooks, <u>Four</u> Crutches, <u>Three</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Mild steel</u>					
Manufacturer's name or trade mark, <u>Glasgow Works</u>					

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature, A. McMillan & Son Surveyor's Signature, R. M. M. M.

IRON 451-0331

