

IRON SHIPS.

A. McMillan & Co. No 167

Recd 15/1/72

No. *1509* Survey held at *Dunbarton* Date, First Survey *12th May 71* Last Survey *11 July 1872*

On the *S.S. Panormos* Master *F. Montecchiaro*

Tonnage under Tonnage Deck <i>1511.39</i>	ONE OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.	Built at <i>Dunbarton</i>
Ditto of Spar Deck, or Awning Deck	Half moulded breadth ... <i>16.25</i>	Half Moulded Breadth... <i>16.25</i>	When built <i>1871.2</i> Launched <i>31st Jan 72</i>
Ditto of Poop, or Raised Or. Deck	Depth from upper part of Keel to top of Upper Deck Beams ... <i>10.22</i>	Total Depth if three or more Decks ... <i>25.62</i>	By whom built <i>A. McMillan & Co.</i>
Ditto of Houses on Deck ... <i>27.57</i>	Girth of Half Midship Frame (as per Rule) ... <i>57.50</i>	Total Girth of Half Midship Frame ... <i>37.50</i>	Owners <i>Trinacria S.S. Co.</i>
Ditto of Forecastle	1st Number <i>9.37-7.49 57</i>	3rd Number ... <i>49.37</i>	Port belonging to <i>Palermo</i>
Gross Tonnage <i>1530.90</i>	Length ... <i>263.00</i>	Length ... <i>263</i>	Destined Voyage <i>Glas. Palermo</i>
Crew Space, as per Rule <i>27.51</i>	Compared with <i>1871 Rules</i>	4th Number ... <i>20074</i>	Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as per Rule <i>1511.39</i>	2nd Number ... <i>1903331</i>	Breadths to Length ... <i>8.09</i>	
Engine Room <i>492.44</i>	Depths to Length. <i>14.73 MD</i>		
Engine Tonnage, as a Steamer, cut on Beam <i>1018.05</i>	<i>10.12 MD</i>		

Length on deck as per Rule <i>263</i>	Moulded Breadth <i>32.6</i>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule ... <i>23.73</i>	Power of Engines <i>240</i>	N ^o . of Decks <i>Two</i>
				N ^o . of Tiers of Beams <i>Two</i>

Dimensions of Ship per Register, length, *270.6* breadth, *32.45* depth, *24*

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	Flat Keel Plates, breadth and thickness		
Do. if centre through plate, depth and thickness			Plates in Garboard Strakes, breadth and thickness	<i>36</i>	<i>12</i>
Stem, if bar iron, moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	Do. from Garboard to upper part of Bilges	<i>11.10 9</i>	<i>11.9</i>
Stern-post for Rudder do. do.	<i>9 x 5</i>	<i>9 x 5</i>	Do. of doubling at Bilge, or increased thickness, and length applied		
Stern-post for Propeller do. do.	<i>9 x 5</i>	<i>9 x 5</i>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	<i>10.8</i>	<i>10.8</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	Do. Main Sheerstrake, breadth and thickness	<i>38</i>	<i>12</i>
			Do. of doubling at Sh'rstrake, & length applied		
Frames, size of Angle Iron, for 1/2 length amidships	<i>4 3 7</i>	<i>4 3 7</i>	Do. from Mn. to Upr. or Spar Dk. Sh'rstrake	<i>8.7</i>	<i>8.7</i>
Do. for 1/4 at each end	<i>4 3 6</i>	<i>4 3 6</i>	Do. Upr. or Spar Dk Sh'rstrake, brdth & thickness	<i>3 1/2</i>	<i>10.8</i>
Reversed Frames, size of Angle Iron	<i>3 3 7</i>	<i>3 3 6</i>	Butt Straps to outside plating, breadth & thickness	<i>16 1/2</i>	<i>12.7</i>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<i>23 1/2</i>	<i>20 1/2</i>	Lengths of Plating	<i>2.7</i>	
Do. at the ends	<i>10 1/2</i>	<i>10</i>	Shifts of Plating, and Stringers	<i>2.7</i>	
Do. do. do. at Bilge Keelson	<i>10 1/2</i>	<i>10</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>3 1/2</i>	<i>8.7</i>
Do. height extended at the Bilges	<i>47</i>	<i>41</i>	Angle Iron on ditto	<i>3 1/2</i>	<i>4 x 4 x 9</i>
Beams, Upper, Spar, or Awning Deck (No.)			Tie Plates (fore and aft), outside Hatchways	<i>12 1/2</i>	<i>8.7</i>
single or double Angle Iron, Plate or Tee Bulb Iron	<i>6 1/2</i>	<i>6</i>	Diagonal Tie Plates on Beams (No. of Pairs, P.)	<i>12 1/2</i>	<i>8.7</i>
Single or double Angle Iron on Upper edge	<i>3 1/2</i>	<i>3 1/2</i>	Planksheet material and scantling	<i>P. Pine</i>	
Average space	<i>41</i>	<i>41</i>	Waterways do. do.		
Beams, Main or Middle Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	<i>8</i>	<i>8</i>	Flat of Deck do. do.	<i>4</i>	<i>4</i>
Single or double Angle Iron, on Upper Edge	<i>3</i>	<i>3</i>	How fastened to Beams	<i>Several</i>	
Average space	<i>41</i>	<i>41</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>3 1/2</i>	<i>10</i>
Beams, Lower Deck, Hold or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron	<i>8</i>	<i>8</i>	(Is the Stringer Plate attached to the outside plating?)	<i>Yes</i>	
Single or double Angle Iron on Upper Edge	<i>3</i>	<i>3</i>	Angle Irons on ditto (No. 3) <i>4 x 3 x 9</i> and	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Average space	<i>41</i>	<i>41</i>	Tie Plates, outside Hatchways	<i>12</i>	<i>12</i>
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	<i>23 1/2</i>	<i>20 1/2</i>	Diagonal Tie Plates on Beams (No. of pairs, P.)	<i>12</i>	<i>12</i>
Do. Bulb Plate to Intercoastal Keelson	<i>10</i>	<i>10</i>	Waterways materials and scantlings	<i>Butter</i>	
Do. Size of Angle Irons	<i>5 1/2</i>	<i>4 9</i>	Flat of Deck do. do.	<i>3 1/2</i>	<i>3 1/2</i>
Do. Side Intercoastal Keelson, size of Plates	<i>22</i>	<i>9</i>	How fastened to Beams	<i>Several</i>	
Do. Angle Irons on tops of Floors	<i>5</i>	<i>4 9</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>3 1/2</i>	<i>9</i>
Do. Bilge Keelson, Bulb Iron	<i>8</i>	<i>8</i>	(Is the Stringer Plate attached to the outside plating?)	<i>Yes</i>	
Do. do. Intercoastal plates riveted at fore end to plating for 1/4 length	<i>9</i>	<i>8</i>	Angle Irons on ditto (No. 3) <i>4 x 4 x 9</i> and	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Do. do. Angle Irons	<i>5</i>	<i>4 9</i>	Stringer or Tie Plates, outside Hatchways	<i>3 1/2</i>	<i>10</i>
Side Stringers (No. 200) size of Angle Irons	<i>5</i>	<i>4 9</i>	Flat of Deck	<i>3 1/2</i>	<i>3 1/2</i>
Do. Intercoastal plates riveted to plating for three fifths length	<i>9</i>	<i>10</i>	Ceiling betwixt Decks, thickness and material	<i>9 1/2</i>	<i>R.P.</i>
Transoms, material <i>Iron plates</i> , or, if none, in what manner compensated for.			Do. in hold do. do.	<i>3 1/2</i>	<i>2 1/2</i>
Knight-heads <i>Iron</i> Hawse Timbers <i>Wood chests</i>			Main piece of Rudder, diameter at head	<i>6</i>	<i>6 1/2</i>
Windlass <i>Iron Patent</i> Pall Bitt			Do. do. at heel	<i>3 1/2</i>	<i>3 1/2</i>
The Frames extend in one length from <i>Keel</i> to <i>Upper deck stringer</i> Riveted through plates with <i>3/4</i> in. Rivets, about <i>6</i> apart.			(Can the Rudder be unshipped afloat?)	<i>Yes</i>	
The Reverse Angle Irons on the floors and frames extend from the middle line on each frame to <i>the main deck</i> and to <i>upper deck</i> alternately			Bulkheads No. <i>4</i> Thickness of <i>6/16</i>		
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <i>They are</i> And are their butts properly shifted? <i>They are</i>			Do. Height up <i>Frame to upper deck</i> <i>10 1/2</i> <i>after frame covered</i>		
Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets <i>1/2</i> in. diameter, averaging <i>5 1/2</i> ins. from centre to centre.			Do. How secured to the sides of the ship	<i>Double frames</i>	
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets <i>3/4</i> in. diameter, averaging <i>8</i> ins. from centre to centre.			Do. Size of Vertical Angle Irons, <i>3 x 3</i> and their distance apart, <i>30 ins</i>		
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes <i>1 3/8</i> thick, double or single Riveted; with Rivets <i>3/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <i>No</i>			Do. Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>		
Do. of <i>Three</i> Strakes at Bilge for <i>170 ft</i> length, treble riveted with Butt Straps <i>5/16</i> thicker than their plates.					
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (single) thick, or clencher, double or single riveted; with rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from centre to centre.					
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <i>Single</i> At lower edge <i>Single</i>					
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps <i>10/16</i> thick, double or single Riveted; with Rivets <i>3/4</i> in. diameter, averaging <i>3</i> ins. from centre to centre.					
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?					
Planksheet, how secured to the plating of the sides? <i>Which also forms the</i> Waterway, how secured to the planksheet and to the Beams. (Explain by Sketch, if necessary.) <i>See sections</i>					
Beams of the various Decks, how secured to the sides? <i>Enged brack pieces</i> No. of Breasthooks, <i>Four</i> Crutches, <i>Three</i>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Wrought</i>					
Manufacturer's name or trade mark, <i>Glasgow Works</i>					

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, *A. McMillan & Co.* Surveyor's Signature, *F. Montecchiaro*

Midship Bulbheads extended & upper deck decided to be built enclosing the machinery

IRON 451-0331

