

IRON SHIPS.

Rec 30/12/72

No. 3610 Survey held at Dunbarton Date, First Survey 2nd April 73 Last Survey 10th Dec 1872

On the 2 Decked Iron Ship San Jacinto Master C Burrows

Tonnage under Tonnage Deck	1113.33	ONE, OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Dunbarton</u>
Ditto of Third Spar, or Awning Deck.		Half moulded breadth 15.8	Half Moulded Breadth	When built <u>1872</u> Launched <u>1st Oct</u>
Ditto of Poop, or Raised Or. Dk.		Depth from upper part of Keel to top of Upper Deck Beams 21.12	Total Depth of three or more Decks	By whom built <u>A. McMillan & Son</u>
Ditto of Houses on Deck	20.50	Girth of Half Midship Frame (as per Rule) 33.45	Total Girth of Half Midship Frame	Owners <u>Liverpool & Texas S S Co</u>
Ditto of Forecastle		1st Number 70.44	3rd Number	Port belonging to <u>Liverpool</u>
Gross Tonnage	1133.83	Length 231.5	Length	Destined Voyage <u>Glas Galloway</u>
Crew Space, as per Rule	41.70	2nd Number 163.06	4th Number	Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as a Steamship	1113.33	Depths to Length, Under 11	Depths to Length, Under 11	
Engine Room	362.83			
Register Tonnage, as a Steamship, cut on Beam	739.30			

Length on deck as per Rule, 231.5 Feet. Inches. Moulded Breadth, 32.3 Feet. Inches. Depths from top of Floors to Upper Main Deck Beams, as per Rule, 19.46 Feet. Inches. Horse. Power of Engines, 160 N^o. of Decks with flat laid 2 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 233.3 breadth, 32.3 depth, 19.6

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2
Do. if centre through plate, depth and thickness	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2
Stem, if bar iron, moulding and thickness	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2
Stern-post for Rudder do. do.	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2
Stern-post for Propeller	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2	9 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	23.23	23.23	23.23	23.23	23.23	23.23	23.23	23.23
Frames, size of Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Do. for 1/4 at each end	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	20	20	20	20	20	20	20	20
Do. at the ends	14	14	14	14	14	14	14	14
Do. do. do. at Bilge Keelson	11	11	11	11	11	11	11	11
Do. height extended at the Bilges	40	40	40	40	40	40	40	40
Beams, Upper, Spar, or Awning Deck (No.)	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Single or double Angle Iron on Upper edge	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Average space	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Beams, Main or Middle Deck (No.)	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Single or double Angle Iron on Upper edge	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Average space	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Beams, Lower Deck, Hold or Orlop (No.)	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Single or double Angle Iron on Upper edge	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
Average space	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	20	20	20	20	20	20	20	20
Do. Bulb Plate to Intercoastal Keelson	10	10	10	10	10	10	10	10
Do. Size of Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Do. Side Intercoastal Keelson, size of Plates	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Do. Angle Irons on tops of Floors	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Do. Bilge Keelson, Bulb Iron	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Do. do. Intercoastal plates riveted to plating for 1/2 length	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Do. do. Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Side Stringers (No.) size of Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.								
Knight-heads <u>and</u> Hawse Timbers <u>in</u>								
Windlass <u>Iron Patent</u> Pall Bitt <u>Same</u>								
The Frames extend in one length from <u>Keel</u> to <u>Upper Deck Stringer</u>								
The Reverse Angle Irons on the floors and frames extend <u>from</u> the middle line <u>on every frame</u> to <u>above lower deck</u> and to <u>Upper Deck Stringer</u>								
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>								
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets (1/2 in.) diameter, averaging (1/2 in.) from centre to centre.								
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre.								
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2 in.) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>								
Do. of <u>Three</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>16</u> thicker than their plates.								
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre.								
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>Single to Angles</u> At lower edge <u>Double</u>								
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1 1/2 in.) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 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 for <u>half</u> length amidships. Breadth of laps of plating in double Riveting (4 1/2 in.) Breadth of laps of plating in single Riveting (—)								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?								
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) <u>See Section</u>								
Beams of the various Decks, how secured to the sides? <u>Forged bracket knees</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>Consolidated</u>								
Manufacturer's name or trade mark, <u>Consolidated</u>								

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature, A. McMillan Surveyor's Signature, C. Burrows

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 10917 Top
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? Not pieces
Do the holes for riveting 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 plate and punched from the faying surfaces? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Fore Mast 69 feet in length 22 ins diam. 3 plates 6 1/2 inch Butts ^{both} triple edge double
Main 38 " " " " " "

Parkhead plates

No.	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.	Wght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	13 1/2	1 1/2	40.10	270 1 1/8	40 10/20	Bowers	21.3.26	22.7.00	21.	21 1/2	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	13 1/2	1 1/2	40.10	270 1 1/8	40 10/20	(State Machine where Tested, and name of Superintendent).	21.1.17	21.10.0.14			
	Fore Topmast Stay Sails	Stream Cable	90	10	90 1 1/2	90 1 1/2		Stream	17.3.23	18.19.0.7	17.3.11	18 1/2	20
	Main Sails,	Hawser		9		9		Kedges	7.0.27	9.9.1.14	9		
	Main Top Sails,	Towlines ...		5 1/2		5 1/2			9.0.6				
	and	Warp											
		All of <u>good</u> quality.											

Her Standing and Running Rigging is fine sufficient in size and good in quality. She has one Long Boat, and

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

Engine Room Skylights.—How constructed? Up on iron Cornings How secured in ordinary weather? Screwed down

What arrangements are there for deadlights in such for bad weather? Buttresses in top

Coal Bunker Openings.—How constructed? On upper deck How are lids secured? by studs How high above deck? flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

No bulwarks except few rails and stanchions

Cargo Hatchways.—How formed? With iron Cornings State size 15 1/4 x 10 1/11 12 1/2 x 9 1/11 6 1/2 x 6 1/11

If of extraordinary size, state how framed and secured? Iron and wood shifting beams

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? Good Main Hatchways.—State size 15 1/4 x 10 1/11

Order for Special Survey No. 835 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Birth under

Date 8th Feb 1872 Surveys held 2nd. On the plating during the progress of riveting Special survey between

Order for Ordinary Survey No. 172 while building 3rd. When the beams were in and fastened, and before the decks were laid 2nd April

Date 17th Dec 1872 as per 4th. When the ship was complete, and before the plating was finally coated or cemented and

No. 172 in builder's yard. Section 18. 5th. After the ship was launched and equipped 10th Dec 1872

(36 Vints)

General Remarks,

This vessel is built in accordance with the accompanying section. She has a partial iron deck midships between the deck stringer and the plate. for the length of 90 feet. Next the triple plate, extending forward and aft at the stringer plate to 140 feet, and is fitted with a midship deck house for the length of 40 ft. which is admitted per Secretaries letter dated 13th July 1872 requiring an increase in the equipment of the vessel. She is fitted for water ballast for the length of 100 feet of frames from the after bulkhead of the engine room.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed MA 1 2 Decks

The amount of the Entry Fee£ 5 : 0 : 0 is received by me,

Dec-1872 Special£ 52 : 16 : 6

Certificate Gratis

(Travelling Expenses)

(if any) £ 7.7.0

Committee's Minute 31st Dec 1872

Character assigned 100

Age 1
M. C.

This vessel appears to be in good condition and is recommended by 100 A Lloyd's Register
23rd Dec 1872