

IRON SHIP.

11484

Rev 10/6/73

No. 3668 Survey held at Paisley Date, First Survey 24th Dec^r 72 Last Survey 18th June 1873.

On the S. S. "Grimanega" Yard Number 18 Master Jay

TONNAGE under Deck	116.83
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	21.71
Ditto of Houses on Deck	1.30
Ditto of Forecastle	
Gross Tonnage	
Less Crew Space	139.84
Less Engine Room	62.00
Register Tonnage as cut on Beam	77.84

ONE, OR TWO DECKED, THREE DECKED VESSEL.	
SPAR, OR AWNING DECKED VESSEL.	
HALF BREADTH (moulded)	9.34
DEPTH from upper part of Keel to top of Upper Deck Beams	9.43
GIRTH of Half Midship Frame (as per Rule)	16.22
1st NUMBER	34.99
1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet	
LENGTH	109.9
2nd NUMBER	3,845
PROPORTIONS—Breaths to Length	under 6
Depths to Length—Upper Deck to Keel	11.6
Main Deck ditto	

Built at Paisley
 When built 1873 Launched May 1873.
 By whom built Fulleston & Co
 Owners M. Cotes
 Port belonging to Callao
 Destined Voyage Glide to Callao
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 109 10 BREADTH—Moulded... 18 8 DEPTH top of Floors to Upper Deck Beams ... 8 7 1/2 Power of Engines ... 25 Horse. N^o. of Decks with flat laid One N^o. of Tiers of Beams One

Dimensions of Ship per Register, length, 109.8 breadth, 18.85 depth, 8.6

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths required
KEEL, depth and thickness	6 1/2 x 1 1/2	6 3/4 x 1 1/4			
STEM, moulding and thickness	6 1/2 x 1 1/2	6 x 1 1/4			
STERN-POST for Rudder do. do.	6 x 2 1/2	6 x 2 1/2			
for Propeller		21			
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	(Class 90A)			
FRAMES, Angle Iron, for 3/4 length amidships	2 1/2	2 1/2	6/16	2 1/2	2 1/4 5/16
Do. for 1/2 at each end	2 1/2	2 1/2	5/16	2 1/2	2 1/4 4/16
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4	4/16	2 1/4	2 1/4 4/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10	3 1/4	4/16	10 1/2	4/16
thickness at the ends of vessel		4/16		4/16	5/16
depth at 3/4 the half-bath. as per Rule	5 1/2	4/16	5/16	5 1/2	4/16
height extended at the Bilges	Twice depth	Twice			
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	5	3	7/16		
Single or double Angle Iron on Upper edge	4 1/2				
Average space					
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron					
Single or double Angle Iron, on Upper Edge					
Average space					
BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron					
Single or double Angle Iron on Upper Edge					
Average space					
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	9	8/16	8 1/2	7/16	
" Rider Plate				6/16	
" Bulb Plate to Intercoastal Keelson	4	4	8/16	3	3 6/16
" Angle Irons					
" Double Angle Iron Side Keelson					
" Side Intercoastal Plate					
" do. Angle Irons					
" Attached to outside plating with angle iron					
BILGE Angle Irons	3	3	6/16	3	3 6/16
" do. Bulb Iron	5	5	5/16	5	5/16
" do. Intercoastal plates riveted to plating for length					
BILGE STRINGER Angle Irons					
Intercoastal plates riveted to plating for length					
SIDE STRINGER Angle Irons	3	3	6/16	3	3 6/16
Transoms, material. Knight-heads. Hawse Timbers.					<u>Iron</u>
Windlass <u>Greenheart</u> Pall Bitt <u>Greenheart</u>					

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths required
Flat Keel Plates, breadth and thickness	30	6/16	30	6/16
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	5/16		5/16	
one Strake one Strake				
fm up. part of Bilge to lr. edge of Sh'rstrake	6/16	5/16	6/16	5/16
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	30	8/16	30	8/16
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	8	from	9/16 to	5/16
Lengths of Plating	10 1/2	feet	10 1/2	feet
Shifts of Plating, and Stringers	5 1/4		5 1/4	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	22	6/16	22	6/16
Angle Iron on ditto	3.3	6/16	3.3	6/16
Tie Plates fore and aft, outside Hatchways	7	6/16	7	6/16
Diagonal Tie Plates on Beams No. of Pairs,	none		none	
Planksheer material and scantling	Iron	Gutter		
Waterways do. do.	Waterway	3" pine		
Flat of Upper Deck do. do.	3" pine			
How fastened to Beams	nuts and screws			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
In the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
In the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material				
in hold do. do.	2" pine & A. Elm			
Main piece of Rudder, diameter at head	3 1/2		3 1/2	
do. at heel	2		3/2	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 3 Thickness of 4/16				
Height up 1/2 Deck				
How secured to sides of ship between double frames				
Size of Vertical Angle Irons 2 1/4, 2 1/4, 4/16 and distance apart 30 ins.				
Are the outside Plates doubled two spaces of Frames in length?	Yes			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5/8 in. Rivets, about 5" apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper Bilge Stringer and to upper deck alternately.
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 PLATING. Garboard, double riveted to Keel, with rivets 7/8 in. diameter, averaging 4 3/8 ins. from centre to centre.
 Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 2 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/4 ins. from centre to centre.
 Butts of one Strakes at Bilge for half length, double riveted with Butt Straps 1/16" thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, double riveted for all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, double riveted for all length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3 1/2 times
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double
 Waterway, how secured to Beams Riveted (Explain by Sketch, if necessary)
 Beams of the various Decks, how secured to the sides? knives riveted to frame No. of Breasthooks, 3 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Boiler
 Manufacturer's name or trade mark, Glasgow Co

The above is a correct description.
 Builder's Signature, Builder's name Surveyor's Signature, J. Moverly

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Workmanship. Are the butts of plating planed or otherwise fitted? planed
 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
 Are the fillings between the ribs and plates solid single pieces? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Do any rivets break into or through the seams or butts of the plating? a few

Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If of Iron or Steel give 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 Schooner Rig. Pitch pine Masts.

Tested at Netherpton May 6th 1873 by M. K. Reade.
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N ^o	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
On full Suit and Spare and	Fore Sails,	Chain ...	15	3/4	10 ² / ₂₀	3/4	10 ² / ₂₀	Bowers ...	277	4.3.7	7.3.3.0	4/4	6 ¹² / ₂₀
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)	61	3/4	10 ² / ₂₀	3/4	10 ² / ₂₀	(Machine where Tested, date, and name of Superintendent.)	290	4.3.6	7.3.3.0	4/4	6 ¹² / ₂₀
	Fore Topmast Stay Sails	Hempen Stream Cable	45	3/4	10 ² / ₂₀	3/4	10 ² / ₂₀	Stream ...	1	1 1/2	-	1 1/2	-
	Main Sails,	Hawser ...	121	6	9/16 or 6"	4	4	Kedges ...	1	3/4	-	3/4	-
	Main Top Sails,	Towlines ...											
		Warp ...											
		quality <u>good</u>											

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has one Life Boat and one other
 The Windlass is Good Capstan Good and Rudder Good Pumps Good & Efficient
Engine Room Skylights.—How constructed? Iron with Teak Skylight How secured in ordinary weather? Iron bars
 What arrangements for deadlights in bad weather? Thick Glass, Iron Guards, and Paulines
Coal Bunker Openings.—How constructed? Iron How are lids secured? Button Height above deck? Flush
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports cut in Bulworks

Cargo Hatchways.—How formed? Iron
 State size Main Hatch 13-0 x 7-6 Forehatch 7-0 x 5-0 Quarterhatch ✓
 If of extraordinary size, state how framed and secured? ✓
 What arrangement for shifting beams? Shifting Beam in Main Hatch
Hatches, If strong and efficient? Yes

Order for Special Survey No. ✓ Date ✓
 Order for Ordinary Survey No. ✓ Date ✓
 No. 18 in builder's yard. DATES of Surveys held while building as per Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the process of riveting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated or cemented
 5th. After the ship was launched and equipped

Built under Common Survey, and visited on the undermentioned dates: 24th Dec-1872, 10th March 1873, 3rd April, 9th May, 15th June, and 18th June.

General Remarks,

Has raised Quarter Deck & Monkey Forecastle, and Built in general conformity with the Rules, with a view to Class 90 A. — In wake of the Break the side of the vessel is strengthened as required by Sec 45.

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.
 How are the surfaces preserved from oxidation? Inside Cement & paint Outside Red lead & paint

I am of opinion this Vessel should be Classed 90 A 1.
 The amount of the Entry Fee ... £ 2 : " : " is received by me,
 Special ... £ 3 : 10 : "
 Certificate ... " : 2 : 6

(Travelling Expenses) (if any) £ 3.14.0
 Committee's Minute 20th June, 1873

Character assigned 90 A 1
As per Mc TBW

