

# IRON SHIP.

Rec 11/9/8

No. 3412 Survey held at Glasgow

Date, First Survey 5 February 1873 Last Survey 16 Sept 1873

On the S.S. "Paragua"

Yard Number 175

Master Elizalde

TONNAGE under 637.55

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Glasgow

Tonnage Deck

SPAR, OR AWNING-DECKED VESSEL.

When built 1873 Launched August

Ditto of Third, Spar, or Awning Deck.

HALF BREADTH (moulded) 12.0

By whom built Thomas Wigham & Co

Ditto of Poop, or Raised Qr. Dk.

DEPTH from upper part of Keel to top of Upper Deck Beams 12.6

Owners Reyes and Co

Ditto of Houses on Deck 19.88

GIRTH of Half Midship Frame (as per Rule) 23.0

Port belonging to Manila

Ditto of Forecastle

1st NUMBER 48.6

Destined Voyage Clyde to Manila

Gross Tonnage 657.43

1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet 189.0

Surveyed while Building, Afloat, or in Dry Dock.

Less Crew Space

LENGTH 189.0

Less Engine Room 210.38

2nd NUMBER 9186.5

Register Tonnage as out on Beam 447.05

PROPORTIONS—Breadths to Length under 8

NGTH on deck as per Rule 189 " BREADTH—Moulded 26 DEPTH top of Floors to Upper Deck Beams 11 5 Power of Engines 160 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 2

Dimensions of Ship per Register, length, 196 breadth, 26.2 depth, 18.15

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 x 2 5/8	7 1/2 x 2 1/2	FLAT KEEL PLATES, breadth and thickness	30	9/16
STEM, moulding and thickness	6 x 2 5/8	6 3/4 x 2 1/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	30	9/16
STERN-POST for Rudder do. do. for Propeller	7 x 4 1/2	6 3/4 x 4 1/4	fm up. part of Bilge to l. edge of Sh'rstrake	30	9/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 in.	(Class 90 A)	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Sp. Dk. Sh'rstrake.	30	9/16
FRAMES, Angle Iron, for 2/3 length amidships	3 x 3	3 x 3	Up. or Sp. Dk Sh'rstrake, brdth & thickness	30	9/16
Do. for 1/3 at each end	3 x 3	3 x 3	Butt Straps to outside plating, breadth & thickness	10 feet.	10 ft.
REVERSED FRAMES, Angle Iron	2 1/4 x 2 1/4	2 1/4 x 2 1/4	Lengths of Plating	5 feet.	5 ft.
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	13/2	13/2	Shifts of Plating, and Stringers	5 feet.	5 ft.
thickness at the ends of vessel	13/2	13/2	Gunwale Plate on ends of Awning, Sp. Dk.	21	9/16
depth at 2/3 the half-bdth. as per Rule	13/2	13/2	Upper Deck Beams, breadth and thickness	21	9/16
height extended at the Bilges	Twice	Twice	Angle Iron on ditto	4 x 3	4 x 3
BEAMS, Upper, Spar, or Awning Deck	Butt only 5	4 x 3	Tie Plates fore and aft, outside Hatchways	7	7
Single or double Angle Iron, Plate or Tee Bulb Iron	34.8	34.8	Diagonal Tie Plates on Beams No. of Pairs	7	7
Average space	34.8	34.8	Planksheer material and scantling	gutter	gutter
BEAMS, Main or Middle Deck	Butt only 6	6 x 3	Waterways do. do.	gutter	gutter
Single or double Angle Iron, Plate or Tee Bulb Iron	34.8	34.8	Flat of Upper Deck do. do.	Half 2 3/4	2 3/4
Angle, or double Angle Iron, on Upper Edge	34.8	34.8	How fastened to Beams	Butt only	Butt only
Average space	34.8	34.8	Stringer Plate on ends of Main or Middle Deck	38	38
BEAMS, Lower Deck, Hold or Orlop	Butt only 5	4 x 3	Beams, breadth and thickness	38	38
Single or double Angle Iron, Plate or Tee Bulb Iron	34.8	34.8	Is the Stringer Plate attached to the outside plating?	Yes	Yes
Angle, or double Angle Iron, on Upper Edge	34.8	34.8	Angle Irons on ditto, No.	4 x 3	4 x 3
Average space	34.8	34.8	Tie Plates, outside Hatchways	9	9
KEELSONS Centre line, single or double plate, box or intercostal, plates	11 1/2	9/16	Diagonal Tie Plates on Beams, No. of pairs	9	9
Rider Plate	11 1/2	9/16	Waterways materials and scantlings	none	none
Bulb Plate to Intercostal Keelson	4 x 3	4 x 3	Flat of Middle Deck do. do.	3 1/2 feet	3 1/2
Angle Irons	4 x 3	4 x 3	How fastened to Beams	Butt only	Butt only
Double Angle Iron Side Keelson	4 x 3	4 x 3	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	5	5
Side Intercostal Plate	4 x 3	4 x 3	Is the Stringer Plate attached to the outside plating?	Yes	Yes
do. Angle Irons	4 x 3	4 x 3	Angle Irons on ditto, No.	4 x 3	4 x 3
Attached to outside plating with angle iron	4 x 3	4 x 3	Stringer or Tie Plates, outside Hatchways	9	9
BILGE Angle Irons	4 x 3	4 x 3	Flat of Lower Deck	3 1/2 feet	3 1/2
do. Bulb Iron	6 1/2	6 1/2	Ceiling between Decks, thickness and material	Spanning	Spanning
do. Intercostal plates riveted to plating for length	4 x 3	4 x 3	in hold do. do.	2 1/2 feet	2 1/2
BILGE STRINGER Angle Irons	4 x 3	4 x 3	Main piece of Rudder, diameter at head	5	5
Intercostal plates riveted to plating for 3/4 length	4 x 3	4 x 3	do. at heel	2 3/4	2 3/4
MIDDLE STRINGER Angle Irons	4 x 3	4 x 3	Can the Rudder be unshipped afloat?	Yes	Yes
Dimensions, material. Knight-heads. Hawse Timbers.	4 x 3	4 x 3	Bulkheads No. 4 Thickness of	4 1/2	4 1/2
Indlass Iron fastened Pall Bitt none	4 x 3	4 x 3	Height up to deck	to deck	to deck

The FRAMES extend in one length from Middle line to Gunwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to upper part of Bilge and to Gunwale

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

ANG. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of / Strakes at Bilge for 3/5 length, treble 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 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper Sheerstrake, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3 times

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted & (Explain by Sketch, if necessary.)

Waterway, how secured to Beams Finged Nails on Beams No. of Breasthooks, 3 Crutches, 3

Beams of the various Decks, how secured to the sides? Finged Nails on Beams No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Cort and Co and Best Quality

Manufacturer's name or trade mark, Cort and Co

The above is a correct description.

Builder's Signature, Bridgman & Co Surveyor's Signature, J. M. Wigham

Lloyd's Register Foundation

1202455-0101



11618 Iron  
**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 all 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 rigged. Mast made and yard shed wood bowsprit

Tested at Withington near Dudley 11 July 1873 by W.H. Reade  
5 Tunks and midship 16 fms. harks at 42.3.00

Tested at Withington near Dudley 11 July 1873  
by W.H. Reade.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.	240	1 1/4	28 2/20	45 1 3/16	Bowers ...	3	13.3.0	15.8.0.0	13 1/2	15 2/20
	Fore Sails,	Chain ...					(Machine where Tested, date, and name of Superintendent.)		13.2.4	15.4.1.0	13 1/2	15 2/20
	Fore Top Sails,	Hempen Stream	40	1 1/16			Stream ...		11.2.12	13.10.0.0	11.1.25	13 1/2
	Fore Topmast Stay Sails	Cable	60	7/2	9 1/2				6.0.18		6	
	Main Sails,	Hawser ...	90	9 1/2	7				3.0.7		3	
	Main Top Sails,	Towlines ...	90	7	4				1.2.5		1 1/2	
	and	Warp ...	90	4			Kedges ...					
		quality <u>good</u>										

Standing and Running Rigging Wire and Hemp sufficient in size and good in quality. She has four Long Boats and  
The Windlass is Iron good Capstan good and Rudder good Pumps good and sufficient  
**Engine Room Skylights.**—How constructed? Iron and Hunt Glass How secured in ordinary weather? Brass Bars  
What arrangements for deadlights in bad weather? Painted and dead lights  
**Coal Bunker Openings.**—How constructed? Iron Castings How are lids secured? by clots Height above deck? Flush  
**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? Flush

**Cargo Hatchways.**—How formed? Plate and Angle iron  
State size Main Hatch 12 ft x 8 ft Forehatch 9 ft x 8 ft Quarterhatch 9 ft x 8 ft  
If of extraordinary size, state how framed and secured? ✓  
What arrangement for shifting beams? ✓  
**Hatches,** If strong and efficient? Yes

Order for Special Survey No. 883 DATES of Surveys held while building as per Section 18:  
Date 11th Jan'y. 1873 1st. On the several parts of the frame, when in place, and before the plating was wrought Under special survey.  
Order for Ordinary Survey No. — 2nd. On the plating during the process of riveting from Dec. 5 February 1873  
Date — 3rd. When the beams were in and fastened, and before the decks were laid to 16 September 1873  
No. 175 in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented  
5th. After the ship was launched and equipped

**General Remarks,**

*This vessel has been built in general conformity with the Rules for 1873 and in accordance with approved Builders' Section attached vide Committee's letter dated 4th July 1873.  
Afts and Scuppers by sanction of the Committee on letter dated 22nd May 1873 are not cut as required by Rules for Awning deck Vessels, and a broad water line has been painted to indicate the draught at which the vessel may be loaded, as shown in their plan also attached*

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 and Paint Outside Red lead and Paint

I am of opinion this Vessel should be Classed 90 A 1 Awning deck

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

Special ... £ 31 : 18 : :

Certificate ... Rating

(Travelling Expenses)

(if any) £ 4 : 4 : :

Committee's Minute 19th Sept 1873

Character assigned

90 A 1

AWNING DECKED  
Load draught 10 feet

Inception of building on 11th Jan'y 1873  
Load lines 10 feet.

This case was submitted & received the sanction of the Committee, and the vessel appears eligible to be classed as recommended viz 90 A 1 Awning Deck load draught 10 feet  
19/2/73