

IRON SHIP.

Rec 11/9/8

No. 3212 Survey held at Glasgow

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

On the S.S. "Paragua"

Yard Number 175 Master Elizalde

TONNAGE under Tonnage Deck 637.55

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Glasgow

Ditto of Third, Spar, or Awning Deck.

SPAR, OR AWNING-DECKED VESSEL.

When built 1873 Launched August

Ditto of Poop, or Raised Qr. Dk.

HALF BREADTH (moulded) 13.0

By whom built Thomas Wigham & Co

Ditto of Houses on Deck 19.88

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

Owners Reyes and Co

Ditto of Forecastle

GIRTH of Half Midship Frame (as per Rule) 23.0

Port belonging to Manila

Gross Tonnage 657.43

1st NUMBER 48.6

Destined Voyage Clyde to Manila

Less Crew Space

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

Surveyed while Building, Afloat, or in Dry Dock.

Less Engine Room 210.38

LENGTH 91.65

Register Tonnage as out on Beam 447.05

PROPORTIONS—Breadths to Length under 8

Depths to Length—Upper Deck to Keel 15 Main Deck ditto 15

NGTH on deck as per Rule	Feet. Inches. 189 "	BREADTH—Moulded	Feet. Inches. 26	DEPTH top of Floors to Upper Deck Beams	Feet. Inches. 12.6	Power of Engines	Horse. 160	Nº. of Decks with flat laid	2
				Do. do. Main Deck Beams	11 5			Nº. of Tiers of Beams	2

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 4 2 5/8	7 1/2 + 2 1/8	6 4 2 5/8	6 3/4 + 2 1/8				
STEM, moulding and thickness	6 4 2 5/8	6 3/4 + 2 1/8						
STERN-POST for Rudder do. do. for Propeller	7 4 4 1/2	6 3/4 + 4 1/4						
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 in.	(Class 90 A)						
FRAMES, Angle Iron, for 2/3 length amidships	3 3 4/16	3 3 4/16	3 3 4/16	3 3 4/16				
Do. for 1/3 at each end	3 3 4/16	3 3 4/16						
REVERSED FRAMES, Angle Iron	2 1/4 2 1/4 5/16	2 1/4 2 1/4 5/16	2 1/4 2 1/4 5/16	2 1/4 2 1/4 5/16				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 3/4	1 3/4						
thickness at the ends of vessel	5/16	5/16						
depth at 2/3 the half-bdth. as per Rule	8 1/2	8 1/2						
height extended at the Bilges	Twice	Twice						
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	Butt only 5 5/16	6 4 + 3 4/16	Butt only 5 5/16	6 4 + 3 4/16				
Single or double Angle Iron on Upper edge	3 1/8	2 1/4 + 2 1/4 5/16	3 1/8	2 1/4 + 2 1/4 5/16				
Average space		3 1/8		3 1/8				
BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	Butt only 6 4/16	6 4 + 3 4/16	Butt only 6 4/16	6 4 + 3 4/16				
Single or double Angle Iron on Upper Edge	3 1/8	2 1/4 + 2 1/4 5/16	3 1/8	2 1/4 + 2 1/4 5/16				
Average space		3 1/8		3 1/8				
BEAMS, Lower Deck, Hold or Orlop Single or double Angle 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 intercostal plates	1 1/2	9/16 1 1/2	1 1/2	9/16 1 1/2				
Rider Plate		7/16		7/16				
Bulb Plate to Intercostal Keelson								
Angle Irons	4 3 4/16	4 3 4/16	4 3 4/16	4 3 4/16				
Double Angle Iron Side Keelson	4 3 4/16	4 3 4/16						
Side Intercostal Plate								
do. Angle Irons								
Attached to outside plating with angle iron								
BILGE Angle Irons	4 3 4/16	4 3 4/16	4 3 4/16	4 3 4/16				
do. Bulb Iron	6 1/2	6 1/2						
do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	4 3 4/16	4 3 4/16	4 3 4/16	4 3 4/16				
Intercostal plates riveted to plating for 3/5 length								
BILGE STRINGER Angle Irons	4 3 4/16	4 3 4/16	4 3 4/16	4 3 4/16				
Intercostal plates riveted to plating for 3/5 length								
FRAMES, material. Knight-heads. Hawse Timbers.								
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 alternately								
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes								
FRAMES. 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 3/4 ins. from centre to centre.								
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 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 3/4 ins. from cr. to cr.								
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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 length amidships. Butts of Upper Sheerstrake, treble riveted for length amidships.								
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper Stringer Plate, treble riveted for length.								
Breadth of laps of plating in double riveting 3/4 times								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted								
Waterway, how secured to Beams (Explain by Sketch, if necessary.)								
Beams of the various Decks, how secured to the sides? Forged 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, *W. B. ...* Surveyor's Signature, *W. B. ...*

11818 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 Scanlings 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 Shower rigged. Mast made and yard shed wood bowsprit

Tested at Metherton near Dudley 11 July 1873 by W.H. Reade
3 Tunks and midship 15 fms barke at 42.3.00

Tested at Metherton 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 ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.		240	1 1/4	28 2/20	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,	Hemp Stream		40	1 5/16		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 Iron 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? Teak and Muntz Glass How secured in ordinary weather? Brass Bars

What arrangements for deadlights in bad weather? Painted and lead lights

Coal Bunker Openings.—How constructed? Iron Castings How are lids secured? by slots 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 12ft x 8ft Forehatch 9ft x 8ft Quarterhatch 9ft x 8ft

If of extraordinary size, state how framed and secured? Yes

What arrangement for shifting beams? Yes

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>883</u>	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 <u>Under special survey.</u>
Date <u>11th Jan'y. 1873</u>		2nd. On the plating during the process of riveting <u>from Dec. 5 February 1873</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid <u>to 16 September 1873</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented
No. <u>175</u> in builder's yard.		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 are better dated 22nd May 1873 are not cut as required by Rules for Awning Deck Vessels, and a lead 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: 0: 0 is received by me,
Special ... £ 31: 18: 0
Certificate ... Gratis

(Travelling Expenses) (if any) £ 4. 4. 0

Committee's Minute 19th Sept 1873

Character assigned 90 A. 1 Awning Deck
Load draught 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
19/9/73