

IRON SHIP.

No. 4164 Survey held at Glasgow Date, First Survey 26 July 75 Last Survey 31 December 1875On the BARQUE "PRINERA" Master William SherwinTonnage under { 575.26 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.Tonnage Deck { 34.89 ~~ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.~~Ditto of Third Spar, or on Lower Deck. { 10.37Ditto of Deep, or Raised Qr. Dk. { 618.52Ditto of Houses on Deck { 21.92Ditto of Portico { 596.60Gross Tonnage { 165Less Crew Space { 28Less Engine Room { 4Register Tonnage { 173as cut on Beam { 28LENGTH 165 FEET. BREADTH 28 FEET. DEPTH 17 FEET.

on deck as per Rule ... Moulded ... top of Floors to Upper Deck Beams ...

Dimensions of Ship per Register, length, 173 breadth, 28 depth, 17KEEL, depth and thickness ... 7 1/2 x 2 1/8STEM, moulding and thickness ... 6 3/4 x 2 1/8STERN-POST for Rudder do. do. ... 6 x 2 1/2for Propeller ... 22 inDistance of Frames from moulding edge to moulding edge, all fore and aft ... (Class 100 A)FRAMES, Angle Iron, for 3/4 length amidships ... 4 x 3 7/16Do. for 1/2 at each end ... 4 x 3 7/16REVERSED FRAMES, Angle Iron ... 3 x 3 7/16FLOORS, depth and thickness of Floor Plate ... 18 x 8 1/16at mid line for half length amidships ... 7/16thickness at the ends of vessel ... 7/16depth at 3/4 the half-bdth. as per Rule ... 7/16height extended at the Bilges ... 7/16BEAMS, Upper, ~~Span, or Landing Deck~~ ... 6 1/2 x 6 1/16Single ~~or double~~ Angle Iron, on Upper edge ... 2 1/2 x 2 1/2 7/16Average space ... 44 inBEAMS, ~~Main, or Middle Deck~~ ... 7 x 7/16Single ~~or double~~ Angle Iron, on Upper Edge ... 3 x 3 7/16Average space ... 2 1/2 x 4 1/2BEAMS, ~~Lower Deck, Hold, or Orlop~~ ... 12 x 9 1/16Single ~~or double~~ Angle Iron, on Upper Edge ... 9 x 9 1/16Average space ... 9 x 9 1/16KEELSONS Centre line, single ~~or double~~ plate, ... 4 x 3 7/16Bulb Plate to Intercoastal Keelson ... 4 x 3 7/16Angle Irons ... 4 x 3 7/16Double Angle Iron Side Keelson ... 4 x 3 7/16Side Intercoastal Plate ... 4 x 3 7/16do. Angle Irons ... 4 x 3 7/16Attached to outside plating with angle iron ... 4 x 3 7/16BILGE Angle Irons ... 4 x 3 7/16do. Bulb Iron ... 4 x 3 7/16do. Intercoastal plates riveted to plating for length ... 4 x 3 7/16BILGE STRINGER Angle Irons ... 4 x 3 7/16Intercoastal plates riveted to plating for length ... 4 x 3 7/16SIDE STRINGER Angle Irons ... 4 x 3 7/16Transoms, material. Knight-heads. Hawse Timbers. Iron plates rangledWindlass Iron head on top of hull Pall Bitt IronThe FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.The REVERSED ANGLE IRONS on floors and frames extend from middle line to above hold stringer and to gunwale alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. Garboard, double riveted to Keel, with rivets 1 1/16 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 1/4 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.Butts of Two Strakes at Bilge for half 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 1/4 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble as for rule.Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Beams ends riveted to frames No. of Breasthooks, 4 Crutches, 3What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles "Moss End"Manufacturer's name or trade mark, Plates "Fox Head" Co.

The above is a correct description.

Builder's Signature, Alex. Stephen Horn Surveyor's Signature, James TindieBuilt at GlasgowWhen built 1875 Launched 30 November 75By whom built Alex. Stephen HornOwners William Sherwin of New Ferry, ScotlandPort belonging to LiverpoolDestined Voyage Valparaiso

If Surveyed while Building, Afloat, or in Dry Dock.

under special survey.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable 15631 Jno*

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? *Very few and in Butts only*

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 *Fore and Main masts of Iron. 64 feet x 22 ins & 66 feet x 22*

Three plates in the round beams fore and aft. teeka / plates 5/16. 6/16 thick. Bowsprit 30 feet x 24 in. Shear plates 5/16 and 6/16 square double Butts teeka or yoked plates. Iron the main yards. 65 feet x 15 3/4 in. Plates 5/16. 4/16. and 3/16. Edges zig zag Butts in teeka riveted

NUMBER for EQUIPMENT *11.058*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain						Bowers					
	Fore Sails,		240	1 7/8	40 1/2	240 1 7/8	40 5/16			21.0.14	21 1/4	21	21 1/4
	Fore Top Sails,									21.0.0	21 1/4	21	21 1/4
	Fore Topmast Stay Sails									18.2.14	19 1/4	17.3.11	18 1/4
	Main Sails,												
	Main Top Sails,												
	and	quality <i>good</i>											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *two* others.

The Windlass is *Greenheart Iron* Capstan *two* and Rudder *good* Pumps *two* six inch Cast Iron.

Engine Room skylights. How constructed? *How secured in ordinary weather?*

What arrangements for deadlights in bad weather?

Coal Bunker openings. How constructed? *How are lids secured?*

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three square ports on each side.*

Cargo Hatchways.—How formed? *Iron coverings*

State size Main Hatch *14.6" x 9.0"* Forehatch *5.0" x 5.0"* Quarterhatch *5.0" x 5.0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Shifting beams built iron and angled.*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. <i>108</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1875. July 26. 29 August 5. 10. 13. 17. 20. 23.</i>
Date <i>June 29/75</i>	2nd. On the plating during the process of riveting	<i>31. September 7. 18. 21. 23. 27. 30 October 5</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid....	<i>15. 20. 22. 25. 29. November 2. 5. 8. 11. 15. 19. 23</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>December 4. 10. 16. 23. 31</i>
No. <i>191</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)

This vessel has been constructed in accordance with approved rules of the Society of Naval Architects. Is well built and worthy in my opinion of the class recommended in below.

J.B.

Deck Space 23 feet 4 ins x 11 feet 6 ins.

State if *one*, two, or *three*, decked vessel, or if *open*, or *awning* decked; and the lengths of *main*, *forecastle*, or raised quarter deck, and the length of double, or part double.

How are the surfaces preserved from oxidation? Inside *Cement in Bottoms Paint above* Outside *Paint*.

I am of opinion this Vessel should be Classed *100 A. 1.*

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

Dec-1875 Special ... £ *29* : *17* : *23* 1875

Certificate ... *Travelling Expenses, if any, £*

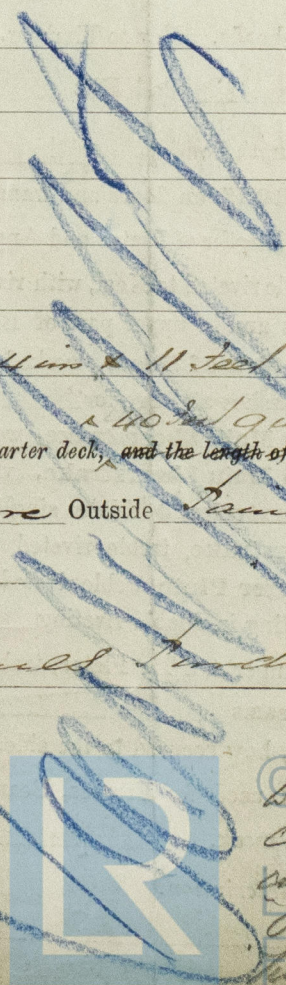
Committee's Minute *4* Janry 1876

Character assigned

J.B.

100 A

100 A



This vessel was built by James Jones & Co. Ltd. and is now in the possession of the Lloyd's Register Foundation.