

IRON SHIP.

16575

No. 3493 Survey held at Dunfermline Date, First Survey 7-1-76 Last Survey 22 June 1876
 On the Screw Steam Ship Pinguin Master J. Marshall
 TONNAGE under Tonnage Deck 729 05 ONE, OR TWO, DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. 116 63 SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Poop, or Raised Qr. Dk. 15 90 HALF BREADTH (moulded) 14 75 Feet.
 Ditto of Houses on Deck 44 20 DEPTH from upper part of Keel to top of Upper Deck Beams 18 08
 Gross Tonnage 905 82 GIRTH of Half Midship Frame (as per Rule) 29 66
 Less Crew Space 33 92 1st NUMBER 1st No. 62 49
 Less Engine Room 871 95 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 Register Tonnage as cut on Beam 582 08 LENGTH 233 75
 2nd NUMBER 2nd No. 146 07
 PROPORTIONS—Breadths to Length 7.92 B. in
 Depths to Length—Upper Deck to Keel 12.92 depths
 Main Deck ditto 12.92 depths
 Built at Dunfermline
 When built 1876 Launched 25-5-76
 By whom built Goupy & Co
 Owners General St. Mary
 Port belonging to London
 Destined Voyage Continued
 If Surveyed while Building, Afloat, or in Dry Dock. Building & afloat

LENGTH on deck as per Rule 233 Feet. 9 Inches. BREADTH—Moulded 29 Feet. 6 Inches. DEPTH top of Floors to Upper Deck Beams 16 Feet. 4 1/2 Inches. Do. do. Main Deck Beams 16 Feet. 4 1/2 Inches. Power of Engines 200 Horse. No. of Decks with flat laid two No. of Tiers of Beams two

Dimensions of Ship per Register, length, 238.4 breadth, 29.8 depth, 15.9

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>34</u>	<u>15-16</u>	<u>34</u>	<u>15-16</u>	<u>34</u>	<u>15-16</u>
STEM, moulding and thickness	<u>7 1/2</u>	<u>2 3/8</u>	<u>7 1/2</u>	<u>2 3/8</u>	<u>7 1/2</u>	<u>2 3/8</u>
STERN-POST for Rudder do. do.	<u>9</u>	<u>4 1/4</u>	<u>9</u>	<u>4 1/4</u>	<u>9</u>	<u>4 1/4</u>
for Propeller	<u>9</u>	<u>4 1/4</u>	<u>9</u>	<u>4 1/4</u>	<u>9</u>	<u>4 1/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>100 A</u>	<u>23</u>	<u>100 A</u>	<u>23</u>	<u>100 A</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>
Do. for 1/2 at each end	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
REVERSED FRAMES, Angle Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>18</u>	<u>8-16</u>	<u>18</u>	<u>8-16</u>	<u>18</u>	<u>8-16</u>
thickness at the ends of vessel	<u>9</u>	<u>7-15</u>	<u>9</u>	<u>7-15</u>	<u>9</u>	<u>7-15</u>
depth at 1/2 the half-bdth. as per Rule	<u>9</u>	<u>7-15</u>	<u>9</u>	<u>7-15</u>	<u>9</u>	<u>7-15</u>
height extended at the Bilges	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>
BEAMS, Upper, Spar, or Awning Deck	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>
Single or double Angle Iron on Upper edge	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>
Average space	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>
BEAMS, Main, or Middle Deck	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>
Single, or double Angle Iron, on Upper Edge	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>
Average space	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>
BEAMS, Lower Deck, Hold, or Orlop	<u>6 1/2</u>	<u>6-16</u>	<u>6 1/2</u>	<u>6-16</u>	<u>6 1/2</u>	<u>6-16</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>6-16</u>	<u>6 1/2</u>	<u>6-16</u>	<u>6 1/2</u>	<u>6-16</u>
Single or double Angle Iron on Upper Edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Average space	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>	<u>3.10</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>18</u>	<u>9-16</u>	<u>18</u>	<u>9-16</u>	<u>18</u>	<u>9-16</u>
" Rider Plate	<u>8</u>	<u>8-16</u>	<u>8</u>	<u>8-16</u>	<u>8</u>	<u>8-16</u>
" Bulb Plate to Intercoastal Keelson	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Double Angle Iron Side Keelson	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Side Intercoastal Plate	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" do. Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Attached to outside plating with angle iron	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
BILGE Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" do. Bulb Iron	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>
" do. Intercoastal plates riveted to plating for length	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>	<u>7</u>	<u>7-16</u>
BILGE STRINGER Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
Intercoastal plates riveted to plating for length	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
SIDE STRINGER Angle Irons	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>

Transoms, material. Knight-heads. Hawse Timbers. Plates A & F
 Windlass 4 Half inch Ball Bitt
 The FRAMES extend in one length from Center Line Main Post to Fore Deck Stanchion
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to 4' above Lower Deck St and to Main Deck St alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? will be connected And butts properly shifted? will be shifted
 PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.
 Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
 Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3 1/2 diam
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double
 Waterway, how secured to Beams Cutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? secured by brackets and rivets to sides No. of Breasthooks, 3 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plating "FV" "Connell" "Cleveland"
 Manufacturer's name or trade mark, English & Bulb "Coates" u. J. Jackson. u. Thomas Baughen Copell & Co Bolchaw Baughen & Co
 The above is a correct description.
 Elder's Signature, James Baughen Surveyor's Signature, J. Marshall
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 467-0106

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