

IRON SHIP.

No. 1337 Survey held at Newcastle Date, First Survey 23rd August 1875 Last Survey 30th October 1876

On the Iron Pm. Rigged Screw Steamer "Pera" Master J. Osborne

TONNAGE under Tonnage Deck } <u>1662.16</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Newcastle</u>
Ditto of Third, Spar, or Awning Deck. } <u>72.79</u>	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1876</u> Launched <u>19th Sept 1876</u>
Ditto of Poop, or Raised Qr. Dk. } <u>36.21</u>	HALF BREADTH (moulded) <u>16.9</u>	By whom built <u>A. Leslie & Co</u>
Ditto of Houses on Deck } <u>13.89</u>	DEPTH from upper part of Keel to top of Upper Deck Beam <u>26.6</u>	Owners <u>J. Moss & Co</u>
Ditto of Forecastle } <u>38.65</u>	GIRTH of Half Midship Frame (as per Rule) <u>39.4</u>	Port belonging to <u>Liverpool</u>
Gross Tonnage <u>1823.70</u>	1st NUMBER <u>82.58</u>	Destined Voyage <u>Liverpool</u>
Less Crew Space <u>57.68</u>	1st NUMBER, if a THREE-DECKED VESSEL <u>75.58</u>	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <u>1766.02</u>	LENGTH <u>282.6</u>	<u>While building</u>
Register Tonnage as out on Beam } <u>1182.44</u>	2nd NUMBER <u>21357</u>	
	PROPORTIONS —Breadths to Length <u>8.4</u>	
	Depths to Length—Upper Deck to Keel <u>10.66</u>	
	Main Deck ditto <u>14.9</u>	

LENGTH on deck as per Rule <u>282</u>	BREADTH Moulded <u>33</u>	DEPTH top of Floors to Upper Deck Beams <u>24</u>	Power of Engines <u>250</u>	Horse. <u>250</u>	N^o. of Decks with flat laid <u>Two</u>	N^o. of Tiers of Beams <u>Three</u>
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Dimensions of Ship per Register, length, 284.4 breadth, 33.75 depth, 24.4

KEEL , depth and thickness <u>9 1/2 x 2 1/2</u>	STEM , moulding and thickness <u>9 x 2 1/2</u>	STERN-POST for Rudder do. do. <u>9 x 5</u>	Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u>
FRAMES , Angle Iron, for 3/4 length amidships <u>5 x 3</u>	Do. for 1/2 at each end <u>5 x 3</u>	REVERSED FRAMES , Angle Iron <u>3 x 3</u>	FLOORS , depth and thickness of Floor Plate at mid line for half length amidships <u>23 1/2 x 9</u>
BEAMS , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron <u>4 x 7</u>	BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron <u>5 1/2 x 3</u>	BEAMS , Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron <u>8 x 8</u>	KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates <u>18 x 13</u>
BILGE Angle Irons <u>5 1/2 x 4</u>	BILGE STRINGER Angle Irons <u>5 1/2 x 4</u>	SIDE STRINGER Angle Irons attached to plating <u>3 x 7</u>	Transoms , material. Knight-heads. Hawse Timbers. <u>Iron</u>

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <u>36</u>	fm up. part of Bilge to lr. edge of Sh'rstrake <u>104 11</u>	Main Sheerstrake , breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness <u>40</u>	Butt Straps to outside plating, breadth & thickness <u>9 1/2 x 16 1/2</u>
Lengths of Plating <u>10 feet</u>	Shifts of Plating, and Stringers <u>4 feet</u>	Gunwale Plate on ends of <u>Awning Spar, or Upper Deck Beams</u> , breadth and thickness <u>5 1/2 x 10</u>	Angle Iron on ditto <u>4 x 4 x 9</u>
Tie Plates fore and aft, outside Hatchways <u>12 1/2 x 10</u>	Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling <u>Iron Gutter</u>	Waterways do. do. <u>Iron Gutter</u>	Flat of Upper Deck do. do. <u>3 1/2</u>
How fastened to Beams <u>Iron deck rivets</u>	Stringer Plate on ends of <u>Main or Middle Deck</u> Beams, breadth and thickness <u>36</u>	Is the Stringer Plate attached to the outside plating? <u>Yes</u>	Angle Irons on ditto, No. <u>2</u> <u>4 x 4 x 9</u>
Tie Plates , outside Hatchways <u>4 x 4 x 9</u>	Diagonal Tie Plates on Beams, No. of pairs <u>Iron deck</u>	Waterways materials and scantlings <u>Iron deck</u>	Flat of Middle Deck do. do. <u>6</u>
How fastened to Beams <u>Riveted</u>	Stringer Plates on ends of <u>Lower Deck, Hold or Orlop Beams</u> <u>35</u>	Is the Stringer Plate attached to the outside plating? <u>Yes</u>	Angle Irons on ditto, No. <u>2</u> <u>4 x 4 x 9</u>
Stringer or Tie Plates , outside Hatchways <u>4 x 4 x 9</u>	Flat of Lower Deck <u>2 1/2</u>	Ceiling betwixt Decks, thickness and material in hold <u>2 1/2</u>	Main piece of Rudder , diameter at head <u>6 3/4</u>
Can the Rudder be unshipped afloat? <u>Yes</u>	Bulkheads No. <u>6</u> Thickness of <u>4 1/2</u>	Height up <u>Collar in Bulkhead 4 1/2</u>	How secured to sides of ship <u>Double frames</u>
Size of Vertical Angle Irons <u>3 x 3 x 7/16</u>	and distance apart <u>30 ins.</u>	Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to M. D. S. A. I. and to Gunwale 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 1 1/2 in. diameter, averaging 5 1/4 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 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 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 half length amidships. **Butts of Upper or Spar Sheerstrake**, treble riveted for half length.

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 5 1/4 Breadth of laps of plating in single riveting Four

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double riveted

Waterway, how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knees, & knee plates No. of Breasthooks, Five Crutches, Four

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles & Bulbs: - Hawkes

Manufacturer's name or trade mark, Crawshaw & Sons, Gateshead. Plates: Palmer's Garrow.

The above is a correct description.

Builder's Signature, Andrew Leslie & Co Surveyor's Signature, T. Mowbray & J. H. Cooke

J. James Minner Surveyor to Lloyd's Register of British and Foreign Shipping.

1800 469-0053

Do any rivets break into or through the seams or butts of the plating? *A few*

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The vessel appears
to be capable of the
classical H. S. P.
in common
of the