

# IRON SHIP.

Survey held at Glasgow

Date, First Survey 21 March 76

Last Survey 28 October 76

1876

the SHIP "PLEIONE"

Master C. A. Renaut

984.24 ~~ONE~~ TWO DECKED, ~~THREE~~ DECKED VESSEL.

Built at Glasgow

When built 1876 Launched 19 September

By whom built A. Stephen & Sons

Owners Shaw Savill & Co. Ltd. London

Port belonging to Southampton

Destined Voyage New Zealand via London

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

a under special survey

AGE under  
Tonnage Deck  
of Third Spar,  
or Mast  
Ditto of Poop, or  
Raised Quarter  
Ditto of Houses  
on Deck  
Ditto of Forecastle  
Gross Tonnage  
Less Crew Space  
Less Engine Room  
Register Tonnage  
as cut on Beam

984.24  
98.75  
12.85  
18.22  
36.94  
1132.78  
1137.16  
1091.57  
1085.14

HALF BREADTH (moulded) 17.15 Feet.  
DEPTH from upper part of Keel to top of Upper Deck Beams 22.7  
GIRTH of Half Midship Frame (as per Rule) 35  
1st NUMBER 74.85  
~~1st NUMBER, & = THREE DECKED VESSEL.~~  
LENGTH 200  
2nd NUMBER 14970  
PROPORTIONS—Breadths to Length 5.8  
Depths to Length—Upper Deck to Keel 8.8  
Main Deck ditto 8.8

LENGTH 200 Feet. Inches. BREADTH—Moulded 34 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20 Feet. Inches. Horse. No. of Decks with flat laid THO No. of Tiers of Beams THO

Dimensions of Ship per Register, length, 209.7 breadth, 34.6 depth, 20.3

KEEL, depth and thickness 8 x 2 3/8  
TEM, moulding and thickness 7 1/4 x 2 3/8  
ERN-POST for Rudder do. 6 1/4 x 3  
Distance of Frames from moulding edge to moulding edge, all fore and 23  
FRAMES, Angle Iron, for 1/2 length amidships 5 x 3 7/16  
Do. for 1/4 at each end 5 x 3 7/16  
REVERSED FRAMES, Angle Iron 3 x 3 7/16  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 1/2 x 9/16  
thickness at the ends of vessel 5 1/4 x 7/16  
depth at 1/4 the half-bdth. as per Rule AS PER SECTION TWICE DEPTH.  
height extended at the Bilges 8 x 8 1/16  
BEAMS, Upper, Spar, or Mast Deck Single or double Angle Iron, Plate or Tee Bulb Iron 3 x 3 7/16  
Average space 46 in  
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 8 1/2 x 8 1/16  
Average space 46 in  
BEAMS, Lower Deck, Hold, or Stowage Single or double Angle Iron, Plate or Tee Bulb Iron 5 x 3 1/2 x 8 1/16  
Average space 46 in  
KEELSONS Centre line, single or double plate, 15 x 1 1/16  
Rider Plate 11 x 1 1/16  
Bolt Plate to Intercoastal Keelson 5 x 3 1/2 x 8 1/16  
Angle Irons 5 x 3 1/2 x 8 1/16  
Double Angle Iron Side Keelson 5 x 3 1/2 x 8 1/16  
Side Intercoastal Plate 4 1/2 x 4 1/2 x 8 1/16  
Angle Irons 5 x 3 1/2 x 8 1/16  
GE Angle Irons 5 x 3 1/2 x 8 1/16  
do. Bolt Iron 5 x 3 1/2 x 8 1/16  
do. Intercoastal plates riveted to plating for length 5 x 3 1/2 x 8 1/16  
E STRINGER Angle Irons 5 x 3 1/2 x 8 1/16  
Intercoastal plates riveted to plating for length 5 x 3 1/2 x 8 1/16  
STRINGER Angle Irons 5 x 3 1/2 x 8 1/16

Flat Keel Plates, breadth and thickness 34 x 1 1/16  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 10 1/4 x 1 1/16  
of doubling at Bilge, or increased thickness, and length applied 9 1/4 x 1 1/16  
fm up. part of Bilge to lr. edge of Sheerstrake 38 1/2 x 1 1/16  
Main Sheerstrake, breadth and thickness 36 x 1 1/16  
of doubling at Sheerstrake, & length applied 10.16 3/4 x 7/8  
Up. or Spar Deck Sheerstrake, breadth & thickness 5 1/2 x 3/4 x 8 1/16  
Butt Straps to outside plating, breadth & thickness 11 x 9/16  
Lengths of Plating THREE  
Shifts of Plating, and Stringers THO  
Gunwale Plate on ends of Mast, Spar, or Upper Deck Beams, breadth and thickness 40 x 9/16  
Angle Iron on ditto 5 x 3 1/2 x 8 1/16  
Tie Plates fore and aft, outside Hatchways 11 x 9/16  
Diagonal Tie Plates on Beams, No. of Pairs 4  
Planksheer material and scantling 3/4  
Waterways do. do. 3 1/2  
Flat of Upper Deck do. do. 3 1/2  
How fastened to Beams galv. iron bolts  
Stringer Plate on ends of Main or Middle Deck 29 1/2 x 8 1/16  
Beams, breadth and thickness 29 x 8 1/16  
Is the Stringer Plate attached to the outside plating? YES  
Angle Irons on ditto, No. 3 1/2 x 3 1/2 x 8 1/16  
Tie Plates, outside Hatchways 11 x 8 1/16  
Diagonal Tie Plates on Beams, No. of pairs 2  
Waterways materials and scantlings CUTTER  
Flat of Middle Deck do. do. 3  
How fastened to Beams galv. iron  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3  
Is the Stringer Plate attached to the outside plating? YES  
Angle Irons on ditto, No. 3 1/2 x 3 1/2 x 8 1/16  
Stringer or Tie Plates, outside Hatchways 11 x 8 1/16  
Flat of Lower Deck 3  
Ceiling betwixt Decks, thickness and material 2 1/2 x 1/2  
in hold do. do. 2 1/2  
Main piece of Rudder, diameter at head 5 1/4  
do. at heel 3  
Can the Rudder be unshipped afloat? yes  
Bulkheads No. ONE Thickness of 8 1/16  
Height up Main deck  
How secured to sides of ship Double frames  
Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? yes

oms, material. Knight-heads. Hawse Timbers. E. I. Coate  
lass Harfield's Patent Bolt Bitt capstan

FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to above lower deck stringer and to gunwale alternately

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

ATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 x 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 7/8 x 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of Three 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 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 — length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted — length.

Breadth of laps of plating in double riveting 4 1/2 5 1/4 Breadth of laps of plating in single riveting —

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble as per rule

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

Beams of the various Decks, how secured to the sides? Beams lashed to frames No. of Breasthooks, 5 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle iron, "Mild Steel"

Manufacturer's name or trade mark, Plates "In Hand" Co.

The above is a correct description.

Builder's Signature, Ally Stephen & Sons Surveyor's Signature, James J. Jones

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



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed thro' machine*

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.*

172922

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 *Fore. 75' x 28". Main 82' x 28" Mizen 73' x 24" m. plates*

*7/16-4/16. (Mizen three plates 4/16-5/16) Edges zig zag Butts teeka - butting off at midship.*

*Bowsprit 40' x 28" m. plates 5/16-7/16-4/16. Edges zig zag. Butts 2nd m. plate -*

*Fore Main yards 75' x 18" 2 plates 5/16-3/16. Edges zig zag. Butts teeka -*

NUMBER for EQUIPMENT 15968		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.	Chain				Bowers					
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
	Main Top Sails,											
	and											

Standing and Running Rigging *More than* sufficient in size and *good* in quality. She has *2 life long* Boat and *4 other*

The Windlass is *Barfield's patent* Capstan *Iron* and Rudder *good* Pumps *2 right and 1 left*

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

What arrangements for deadlights in bad weather? *How secured in ordinary 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? *The square ports on 2*

Cargo Hatchways.—How formed? *Iron can wing*

State size Main Hatch *15' x 10'* Fore hatch *6'1" x 6'1"* Quarter hatch *6'1" x 6'1"*

If of extraordinary size, state how framed and secured? *Built iron and angles.*

What arrangement for shifting beams? *Built iron and angles.*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. <i>1135</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1876. March 21. 23. 28. 30. April 7. 11. 15. 18.</i>
Date <i>January 21/76</i>	2nd. On the plating during the process of riveting	<i>20. 26. May 1. 9. 12. 15. 19. 23. 26. 30. June 2. 5. 10.</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid...	<i>13. 16. 23. 27. 30. July 4. 6. 11. 24. 28. August 1.</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>7. 9. 18. 22. 28. September 1. 7. 11. 15. 18. 23. 27.</i>
No. <i>198</i> in builder's yard.	5th. After the ship was launched and equipped	<i>October 4. 7. 11. 16. 25 and 28.</i>

General Remarks (State quality of workmanship, &c.) *Iron yards continued.*

*Fore main lower top yards 62' x 15" m. plates 4/16-3/16- Edges zig zag Butts*  
*Can yard 60' x 14 1/2" 3 teeka riveted.*

*Three stakes of bottom plating as also (inside) struts below sheersha made 1/16 in thicker than required by Rules -*

*She is constructed in accordance with approved midship -*  
*keelson. It will hold and worthy of the class recommended below -*

State if one, two, or three, decked vessel, or if open, or running-decked; and the lengths of poop, forecabin, or raised quarter-deck, and the length of double, or port double hull

How are the surfaces preserved from oxidation? Inside *Cement in Bottom 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, *Oct 20th*

Special ... £ 52 : 6 : : *October 1876*

Certificate ... *British*

(Travelling Expenses, if any, £ ... )

Committee's Minute *31 October 1876*

Character assigned *100 A. 1.*

*W. H. F.*

*A. de P.*  
*2. D. R. O.*

This vessel appears eligible to be classed as recommended by Lloyd's Register Foundation