

IRON SHIP.

Survey held at Glasgow Date, First Survey 21 March 76 Last Survey 28 October 76 1876

the SHIP "PLEIONE" Master C. A. Rowant

PAGE under 984.24 ~~ONE, OR TWO DECKED, THREE DECKED~~ **VESSEL.**
~~SPACED, OR MOUNTING-DECKED VESSEL.
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—Breathths to Length 5.8
 Depths to Length—Upper Deck to Keel 8.8
 Main Deck ditto~~

Built at Glasgow
 When built 1876 Launched 19 September 1876
 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

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
deck as per Rule	200		Moulded	34	4	top of Floors to Upper Deck Beams	20	8	Engines	✓	two	two
						Do. do. Main Deck Beams						

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

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	8 x 2 3/8	8 x 2 3/8
STEM , moulding and thickness	7 1/4 x 2 3/8	7 1/2 x 2 3/8
STERN-POST for Rudder do. do.	6 1/4 x 3	7 1/2 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23
FRAMES , Angle Iron, for 3/4 length amidships	5 x 3 5/16	5 x 3 5/16
Do. for 1/2 at each end	5 x 3 7/16	5 x 3 7/16
REVERSED FRAMES , Angle Iron	3 x 3 7/16	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	23 1/2 x 9/16
thickness at the ends of vessel	8 1/4 x 7/16	8 1/4 x 7/16
depth at 3/4 the half-bdth. as per Rule	AS PER SECTION TWICE DEPTH.	
height extended at the Bilges		
BEAMS , Upper, Spar, or Avanging Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	8 x 8 1/8	8 x 8 1/8
Single or double Angle Iron on Upper edge	3 x 3 5/16	3 x 3 5/16
Average space	46 in	46 in
BEAMS , Main, or Middle Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2 x 8 1/8	8 1/2 x 8 1/8
Single, or double Angle Iron, on Upper Edge	3 x 3 7/16	3 x 3 7/16
Average space	46 in	46 in
BEAMS , Lower Deck, Hold, or Stowage		
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, bez, or Intercoastal, Plates	15 x 1 1/8	15 x 1 1/8
Rider Plate	11 x 1 1/8	11 x 1 1/8
Both Plate to Intercoastal Keelson		
Angle Irons	5 x 3 1/2 x 8 1/8	5 x 3 1/2 x 8 1/8
Double Angle Iron Side Keelson	5 x 3 1/2 x 8 1/8	5 x 3 1/2 x 8 1/8
Side Intercoastal Plate		
do. Angle Irons		
Attached to outside plating with angle iron		
GE Angle Irons	5 x 3 1/2 x 8 1/8	5 x 3 1/2 x 8 1/8
do. Both Iron		
do. Intercoastal plates riveted to plating for length		
STRINGER Angle Irons	5 x 3 1/2 x 8 1/8	5 x 3 1/2 x 8 1/8
Intercoastal plates riveted to plating for length		
STRINGER Angle Irons		

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of double and triple, or increased thickness, and length applied	34 x 1 1/8		34 x 1 1/8	
fm up. part of Bilge to hr. edge of Sheerstrake	9 1/8 - 10 1/8		9 1/8 - 10 1/8	
Main Sheerstrake, breadth and thickness of double and triple, and length applied	38 1/2 x 1 1/8		36 x 1 1/8	
Up. or Spar Deck Sheerstrake, breadth & thickness				
Butt Straps to outside plating, breadth & thickness	10.16 3/4 x 7/8		9 1/4 x 13/16	9 1/4
Lengths of Plating	SIX SPACES FIVE			
Shifts of Plating, and Stringers	THREE		TWO	
Gunwale Plate on ends of Avanging, Spar, or Upper Deck Beams, breadth and thickness	40 x 9/16		40 x 9/16	
Angle Iron on ditto	5 x 3 1/2 x 8 1/8		5 x 3 1/2 x 8 1/8	
Tie Plates fore and aft, outside Hatchways	11 x 9/16		11 x 9/16	
Diagonal Tie Plates on Beams, No. of Pairs				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do. (See middle)	4 7/8		3 1/2	
How fastened to Beams	gal. iron bolts			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	29 1/2 x 8 1/8		29 x 8 1/8	
Is the Stringer Plate attached to the outside plating?	YES			
Angle Irons on ditto, No. 2	3 1/2 x 3 1/2 x 8 1/8		3 1/2 x 3 1/2 x 8 1/8	
Tie Plates, outside Hatchways	11 x 8 1/8		11 x 8 1/8	
Diagonal Tie Plates on Beams, No. of pairs	2		11 x 8 1/8	
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams	3 iron			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No. 1				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	Batten of face			
in hold do. do.	2 1/2 x 1 1/2		2 1/2	
Main piece of Rudder, diameter at head	5 1/4		5 1/4	
do. at heel	3		3	
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. ONE Thickness of	8 1/8		8 1/8	
Height up	Main deck			
How secured to sides of ship	Double frames			
Size of Vertical Angle Irons	3 x 3 7/16 and distance apart		30 ins.	
Are the outside Plates doubled two spaces of Frames in length?	yes			

Frames, material. Knight-heads. Hawse Timbers. E. J. Coats
 Class Harford's Patent Ball 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
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 1/8 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 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 3/4 in. diameter averaging 3 1/4 3 3/4 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 amidships.
 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 single as per rule
 Waterway, 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. "Min. 2 1/2"
 Manufacturer's name or trade mark, Plates "Iron Head" Co.

The above is a correct description.
 Builder's Signature, Alex Stephen & Sons Surveyor's Signature, James J. Jones
 Surveyor to Lloyd's Register of British and Foreign Shipping.

