

IRON SHIP.

No. 4453 Survey held at Glasgow

Date, First Survey 18th Dec 1876 Last Survey 21st May 1877

On the S.S. "Perim"

Master Scott

Rec 24/5/77

TONNAGE under Tonnage Deck	1254.24	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.	-	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk.	-	HALF BREADTH (moulded)
Ditto of Houses on Deck Hatchways	71.65
Ditto of Forecastle	2.73	DEPTH from upper part of Keel to top of Upper Deck Beams
Gross Tonnage	1328.62
Less Crew Space	36.54	GIRTH of Half Midship Frame (as per Rule)
Less Engine Room	276.45
Register Tonnage as cut on Beam	1015.63	1st NUMBER
		1st NUMBER, if a THREE-DECKED VESSEL
		[deduct 7 feet
		LENGTH
		2nd NUMBER
		PROPORTIONS — Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Built at Glasgow
 When built 1877 Launched 30th April 1877
 By whom built The London & Glasgow Engineering and Iron Shipbuilding Co. Limited
 Owners R. W. Couzens & Co. Limited
 23 Great St. Helens London
 Port belonging to London
 Destined Voyage Constantinople
 and
 Surveyed while Building, Afloat, at the Works

LENGTH or deck as per Rule	Feet. 238 Inches. 6	BREADTH Moulded	Feet. 32 Inches. 0	DEPTH top of Floors to Upper Deck Beams	Feet. 23 Inches. 9	Power of Engines	Horse. 150	No. of Decks with flat laid Iron	Three
-----------------------------------	------------------------	------------------------	-----------------------	--	-----------------------	-------------------------	------------	---	-------

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	length	breadth	depth	depth						
length	241.3	32.6	22.7	22.7	36	11	36	11	36	11
KEEL , depth and thickness	9 x 2 1/2	36	11	36	11	36	11			
STEM , moulding and thickness	8 1/2 x 2 1/2	10-11	-	10-11	-	10-11	-			
STERN-POST for Rudder do. do.	8 1/2 x 5	16	11	36	11	36	11			
for Propeller	8 1/2 x 5	10	-	10	-	10	-			
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	40	12	40	12	40	12
FRAMES , Angle Iron, for 3/4 length amidships	4 1/2 x 3	-	-	-	-	-	-			
Do. for 1/2 at each end	4 1/2 x 3	-	-	-	-	-	-			
REVERSED FRAMES , Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	-	-	-	-	-	-
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 x 9	16 3/4 x 11 1/2	13-10	16 3/4 x 11 1/2	13-10	16 3/4 x 11 1/2	13-10			
thickness at the ends of vessel	-	-	-	-	12-1	-	10	-	10	-
depth at 3/4 the half-bdth. as per Rule	10 3/4	10 3/4	10 3/4	10 3/4	Shifts of Plating, and Stringers	Two spaces	Two spaces	Two spaces	Two spaces	Two spaces
height extended at the Bilges	Twice	Twice	Twice	Twice	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	46	9	46	9	46
BEAMS , Upper, Spar, or Awning Deck	7 x 7	7 x 7	7 x 7	7 x 7	Angle Iron on ditto	5 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9
Single or double Angle Iron on Upper edge	2 1/2 x 2 1/2	Tie Plates fore and aft, outside Hatchways	12	9	12	9	12			
Average space	48	48	48	48	Diagonal Tie Plates on Beams No. of Pairs	-	-	24	9	24
BEAMS , Main, or Middle Deck	7 1/2 x 7	Planksheer material and scantling	Gutter	-	-	-	-			
Single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 7	Waterways do. do.	Yellow Pine	4	4	4	4			
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3	3 x 3	3 x 3	Flat of Upper Deck do. do.	Yellow Pine	4	4	4	4
Average space	48	48	48	48	How fastened to Beams	Nuts and Screws	-	-	-	-
BEAMS , Lower Deck, Hold, or Orlop	9 x 9	9 x 9	9 x 9	9 x 9	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	34	10	34	10	34
Single or double Angle Iron, Plate or Tee Bulb Iron	9 x 9	9 x 9	9 x 9	9 x 9	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes	Yes
Single or double Angle Iron on Upper Edge	4 x 3 1/2	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9			
Average space	50	50	50	50	Tie Plates, outside Hatchways	Complete	Complete	Complete	Complete	Complete
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	17 x 12	17 x 12	17 x 12	17 x 12	Diagonal Tie Plates on Beams, No. of pairs	Under tight	Under tight	Under tight	Under tight	Under tight
Rider Plate	11 x 12	11 x 12	11 x 12	11 x 12	Waterways materials and scantlings	Iron Deck	Iron Deck	Iron Deck	Iron Deck	Iron Deck
Bulb Plate to Intercostal Keelson	5 x 4	5 x 4	5 x 4	5 x 4	Flat of Middle Deck do. do.	7/16 x 4/16	7/16 x 4/16	7/16 x 4/16	7/16 x 4/16	7/16 x 4/16
Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	How fastened to Beams	Riveted	Riveted	Riveted	Riveted	Riveted
Double Angle Iron Side Keelson	5 x 4	5 x 4	5 x 4	5 x 4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	31	9	31	9	31
Side Intercostal Plate	3 x 3	3 x 3	3 x 3	3 x 3	Is the Stringer Plate attached to the outside plating?	Yes	Yes	Yes	Yes	Yes
do. Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9
Attached to outside plating with angle iron	3 x 3	3 x 3	3 x 3	3 x 3	Stringer or Tie Plates, outside Hatchways	Strong Beams	Strong Beams	Strong Beams	Strong Beams	Strong Beams
BILGE Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	Flat of Lower Deck	Wood Spinning	-	-	-	-
do. Bulb Iron	7 1/2 x 7	Ceiling betwixt Decks, thickness and material in hold	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2			
do. Intercostal plates riveted to plating for length	-	-	-	-	Main piece of Rudder, diameter at head	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
STRINGER Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	do. at heel	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
Intercostal plates riveted to plating for length	-	-	-	-	Can the Rudder be unshipped afloat?	Yes	Yes	Yes	Yes	Yes
SIDE STRINGER Angle Irons	-	-	-	-	Bulkheads No. 5 Thickness of	-	6	-	6	-
Transoms, material. Knight-heads. Hawse Timbers.	Iron	Iron	Iron	Iron	Height up	Forward on to upper deck, rest to main Deck	-	-	-	-
Windlass	Napiers Patent	Napiers Patent	Napiers Patent	Napiers Patent	How secured to sides of ship	by Double Frames	-	-	-	-
The FRAMES extend in one length from	Keel	Keel	Keel	Keel	Size of Vertical Angle Irons	3 x 3 x 7 and distance apart 30 ins.	-	-	-	-
The REVERSED ANGLE IRONS on floors and frames extend	from middle line to above middle deck	Are the outside Plates doubled two spaces of Frames in length?	Yes	Yes	Yes	Yes	Yes			
KEELSONS . Are the various lengths of Plates and Angle Irons properly connected?	Yes	Yes	Yes	Yes						
PLATING . Garboard, double riveted to Keel, with rivets	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.	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 in. diameter, averaging 3 3/4 ins. from centre to centre.	7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.	7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.	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 3 3/4 ins. from centre to centre.	7/8 in. diameter averaging 3 3/4 ins. from centre to centre.	7/8 in. diameter averaging 3 3/4 ins. from centre to centre.	7/8 in. diameter averaging 3 3/4 ins. from centre to centre.						
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps	7/16 thicker than the plates they connect.									
Edges from bilge to Main Sheerstrake, worked clencher, double riveted; with rivets	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.	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 3 3/4 ins. from cr. to cr.	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.	7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.						
Edges of Main Sheerstrake, double riveted.	Upper Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.	Upper 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 Upper or Spar Sheerstrake, treble riveted length amidships.	Butts of Upper or Spar Sheerstrake, treble riveted 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 1/2 length.	Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.	Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.	Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.						
Breadth of laps of plating in double riveting	5 1/4	5 1/4	5 1/4	5 1/4						
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double riveted?	Yes	Yes	Yes	Yes						
Waterway, how secured to Beams	Gutter	Gutter	Gutter	Gutter						
Beams of the various Decks, how secured to the sides?	By Knives turned down									
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best	Best	Best	Best						
Manufacturer's name or trade mark,	Frames. Reuse Frames. Beams and mountings and angles "D. I. Colville" Plates - "Stockton", Glasgow Best. For Head & Co. Consell	Frames. Reuse Frames. Beams and mountings and angles "D. I. Colville" Plates - "Stockton", Glasgow Best. For Head & Co. Consell	Frames. Reuse Frames. Beams and mountings and angles "D. I. Colville" Plates - "Stockton", Glasgow Best. For Head & Co. Consell	Frames. Reuse Frames. Beams and mountings and angles "D. I. Colville" Plates - "Stockton", Glasgow Best. For Head & Co. Consell						
The above is a correct description.										
Builder's Signature,	Surveyor's Signature, Saml. Lanthorn									
	Surveyor to Lloyd's Register of British and Foreign Shipping.	Surveyor to Lloyd's Register of British and Foreign Shipping.	Surveyor to Lloyd's Register of British and Foreign Shipping.	Surveyor to Lloyd's Register of British and Foreign Shipping.						

IRON 472-0144

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
 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* 18525. Iron
 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? *A few*

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 *Two masts, Schooner rigged*
 "Mast-Plate" } Fore Mast 74 x 24 1/2 - 16 - 19 } 3 plates in circle 6 1/2 double riveted edges
 quality, but } Main " 71 x 24 1/2 - 16 - 19 } triple riveted butts,
 and crest tested

NUMBER for EQUIPMENT 18436		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.
N ^o .	SAILS.	CABLES &c.					Bowers					
	Fore Sails,	2.70	1 9/16	43 9/10	270-1 9/16	43 9/10	Stock	1	24.1.0	24.1.3.14	23 1/2	23 10/20
	Fore Top Sails,	Chain 3 double out of 15 fath.		61 4/10		61 4/10	Stock	1	23.3.0	23 1/6	23 1/2	23 10/20
<i>One</i>	Fore Topmast Stay Sails	90	1		90-1 iron or 90-10 hemp		Stock	1	20.2.14	21.5.3.21	20	20 14/20
	Main Sails,	90	9 1/2		90-9 1/2		Total	3	4.3.0		67	
	Main Top Sails,	90	6		90-6		Stream	1	10.0.17	10 5/8	10	
and		60	4				Kedges	1	5.0.13	6 5/8	5	
									2.1.11	4 1/2	2 1/2	

Standing and Running Rigging *Wine Hemp* sufficient in size and *good* in quality. She has *three* ~~four~~ Boat ~~sails~~
 The Windlass is *Good* Capstan *—* and Rudder *Good* Pumps *Good and efficient*
 Engine Room Skylights.—How constructed? *Iron House over Engine Hatch* How secured in ordinary weather? *—*
 What arrangements for deadlights in bad weather? *—*
 Coal Bunker Openings.—How constructed? *2 x 2 and 2 x 2, circular* How are lids secured? *Circular, screwed* Height above deck? *15" casing and flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flush deck*

Cargo Hatchways.—How formed? *Plate and angle iron*
 State size Main Hatch *20 x 10* Forehatch *2, 8 x 9 each* Quarterhatch *3, 18 x 8, 6 x 8, 4 x 4*
 If of extraordinary size, state how framed and secured? *—*
 What arrangement for shifting beams? *A divisional web plate and ties doubled in width at large hatchways*
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	1st.	1876 - Dec 18, 20, 28
Order for Ordinary Survey No.	Date	2nd.	1877 Jan 9, 12, 15, 17, 23, 26
		3rd.	Feb 4, 1, 2, 9, 14, 16, 19, 23, 26
		4th.	March 6, 9, 13, 15, 19, 21
		5th.	April 2, 6, 9, 13, 17, 20, 24, 27, 30
			May 5, 14, 18, 21

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

The workmanship is of good quality. Built in accordance with the approved sketches of midship and longitudinal sections and in general conformity with the Rules with a view to the grade contemplated

Erections on Deck— Bridge House athwartships 24 ft long. Casing over Galley. Engine & Boiler spaces and seamen's berths 46 x 10 amidships with wings each side 31 x 6

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

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

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

Special ... £ 56 : 7 : May 1877
 Certificate ... *Printed*

(Travelling Expenses, if any, £ *—*)
 Committee's Minute 25th May, 1877.

Character assigned *100 A I*
 Lloyd's Register Foundation