

IRON SHIP.

No. 1502 Survey held at Glasgow Date, First Survey 23rd Feb'y. Last Survey 20th Augt. 1877
On the S. S. "Summerville" Master Wm W. Clements

TONNAGE under Tonnage Deck	1093.88	ONE OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Lower Decks	—	SPAR, OR AWNING DECKED VESSEL
Ditto of Poop, or Raised Q. Dk.	—	HALF BREADTH (moulded)
Ditto of Houses on Deck	5.01	DEPTH from upper part of Keel to top of Upper Deck Beams
Ditto of Forecabin	2.63	GIRTH of Half Midship Frame (as per Rule)
Gross Tonnage	1101.52	1st NUMBER
Less Crew Space	44.33	1st NUMBER, if a THREE-DECKED VESSEL
Less Engine Room	224.40	LENGTH
Register Tonnage as cut on Beam	832.79	2nd NUMBER
		PROPORTIONS—Breathths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Built at Glasgow
 When built 1877 Launched 12th July 1877
 By whom built J. G. Thomson
 Owners Walter Neilson & others
 of West George St Glasgow
 Port belonging to Glasgow
 Destined Voyage Not determined
 Surveyed while Building, Afloat, or in the Dock.

LENGTH on deck as per Rule	249	BREADTH—Moulded	34 6	DEPTH top of Floors to Upper Deck Beams	17	Power of Engines	120	N° of Decks with flat laid	One	N° of Tiers of Beams	Two
Dimensions of Ship per Register, length	251	breadth	34 8 5	depth	16 7 5						
KEEL, depth and thickness	9 x 2 1/2										
STEM, moulding and thickness	8 1/2 x 2 1/2										
STERN-POST for Rudder do. do.	8 1/2 x 5										
for Propeller	8 1/2 x 5										
Distance of Frames from moulding edge to moulding edge, all fore and aft	24										
FRAMES, Angle Iron, for 1/2 length amidships	4 3 7										
Do. for 1/4 at each end	4 3 6										
REVERSED FRAMES, Angle Iron	3 3 6										
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20 1/2 x 8										
thickness at the ends of vessel	7										
depth at 3/4 the half-bdth. as per Rule	10 1/4										
height extended at the Bilges	Twice										
BEAMS, Upper, Spar, or Awning Deck	8 1/2 x 8										
Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8										
Single or double Angle Iron on Upper edge	5 1/2 x 4 9										
Average space	every frame										
BEAMS, Main, or Middle Deck	8 1/2 x 8										
Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8										
Single or double Angle Iron, on Upper Edge	5 1/2 x 4 9										
Average space	every frame										
BEAMS, Lower Deck, Hold, or Orlop	10 x 10										
Single or double Ang. Iron, Plate or Tee Bulb Iron	10 x 10										
Single or double Angle Iron on Upper Edge	4 4 9										
Average space	every 10 th frame										
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17 x 12										
Rider Plate	11 x 12										
Bulb Plate to Intercoastal Keelson	5 4 9										
Angle Irons	5 4 9										
Double Angle Iron Side Keelson	5 4 9										
Side Intercoastal Plate	5 4 9										
do. Angle Irons	3 3 6										
Attached to outside plating with angle iron	3 3 6										
BILGE Angle Irons	5 4 9										
do. Bulb Iron	8 x 8										
do. Intercoastal plates riveted to plating for length	—										
BILGE STRINGER Angle Irons	5 4 9										
Intercoastal plates riveted to plating for length	—										
SIDE STRINGER Angle Irons	—										

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Muir & Caldwell's Pall Bitt —
 The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to lower deck and to main deck 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 1/8 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 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 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 clencher, double or more 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 more 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 5 1/2 Breadth of laps of plating in single riveting —
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or more Riveted?
 Waterway, how secured to Beams Iron Deck (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Four Crutches, Three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mossend Boiler
 Manufacturer's name or trade mark, Mossend
 The above is a correct description.
 Builder's Signature, J. G. Thomson Surveyor's Signature, Saml. Laphore
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number

180473-0331

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*
 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* 19080 *Ln*

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 *Three Masts, Schooner Rigged*
"Mossend" { Fore Mast 68 x 22 } 2 plates in circle 65 double riveted edges, treble riveted butts
"Best Best Iron" { Main Mast 69 x 22 } with wood poles
Hot and Cold Mizzen Mast 82 x 20 - Oregon Pine Pole-mast
test etc. Fore Yard 60 x 14 - 45 3/4 strands riveted edges, treble riveted butts
 16 2/2 plates in circle

NUMBER for EQUIPMENT 16844		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.
One such	SAILS.						Bowers	1	22.0.17	22.10.1.0	21	21 1/20
	Fore Sails,	240	1 1/2	40 10/20	240-1 1/2	40 5/10	Stock	5.1.19				
	Fore Top Sails,	3					Stock	20.3.23	21.12.2.0	20	20 1/20	
	Fore Topmast Stay Sails	15		38 14/20		58 7/10	Stock	4.3.18				
	Main Sails,	90	1 5/8		90-1 5/8		Stock	18.2.18	19.13.4.0	19		
	Main Top Sails,	40	3 1/2		40-3 1/2		Total	4.1.2			60	
	and foremast stays	250	5		250-5		Stream	1.9.0.25	9.13.3.0	9		
		120	5		120-5		Kedges	1.4.1.19	5.13.3.0	4 1/2		
		250	4 1/2		250-4 1/2			1.2.1.13	4.14.1.0	2 1/4		

Standing and Running Rigging *Wire V. Hemp* sufficient in size and *good* in quality. She has *Three* ~~Boats~~ Boat ~~s~~
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good and efficient*

Engine Room Skylights.—How constructed? *Iron framing on iron bond 7 ft above deck* How secured in ordinary weather? *Iron Bars*
 What arrangements for deadlights in bad weather? *Thick glass, protected with iron bars and Paulines*

Coal Bunker Openings.—How constructed? *Circular castings* How are lids secured? *Screwed* Height above deck? *Flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 scuppers and nearly flush gunwale*

Cargo Hatchways.—How formed? *Plate and angle iron*
 State size Main Hatch *16 x 10* Forehatch *8 x 8 - 2 fore 18 x 10* Quarterhatch *6 x 6*

If of extraordinary size, state how framed and secured? *Two strong Portable Beams in 2nd Forehatch and one at Main Hatch.*
 What arrangement for shifting beams? *Yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the decks were laid....	4th. When the ship was complete, and before the plating was finally coated or cemented..	5th. After the ship was launched and equipped
128	April 14/77			159						
						1877- Feb. 23-26, March 7, 14, 17, 21	April, 6, 11, 18, 25, May, 4, 9, 15, 18, 23, 29	June 6, 12, 19, 25, 28 July 6, 11, 23, 30	Augt., 6, 8, 9, 13, 14, 15, 17, 20	

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 herewith and in general conformity with the Rules with a view to the grade contemplated

The Ballast Tank is well secured and has been properly tested

*Fittings on Deck. Chart Room under Bridge 7'2" x 10'6" amidships, wings at sides 7'2" x 4'6"
 Iron Casings over galley and Engine and Boiler spaced 39'6" x 10'3" by 7'0" in height*

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 *100A1*

The amount of the Entry Fee ... £ 5 : : is received by me, *Saml. Lathorn*
 Special ... £ 52 : 8 : 6 August 1877
 Certificate ... *Printed*

(Travelling Expenses, if any, £ 6.6/4)
 Committee's Minute *24th August 1877*

Character assigned *100A1*
24/8/77
Louis Mc
24/8/77