

IRON SHIP.

No. 5256 Survey held at Glasgow Date, First Survey 6th April Last Survey 21st December 1880
 On the S.S. Perth Master Johnson

TONNAGE under Tonnage Deck	<u>2179.36</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	
Ditto of Third, Spar, or Lower Deck.		SPAR, OR AWMING-DECKED VESSEL.	
Ditto of Zoop, or Raised Cr. Etc.		HALF BREADTH (moulded)	Feet. <u>17.65</u>
Ditto of Houses on Deck	<u>91.85</u>	DEPTH from upper part of Keel to top of Upper Deck Beams	<u>27.9</u>
Ditto of Forecastles	<u>36.75</u>	GIRTH of Half Midship Frame (as per Rule)	<u>40.75</u>
Gross Tonnage	<u>2308.16</u>	1st NUMBER	<u>86.30</u>
Less Crew Space	<u>59.40</u>	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet	<u>7</u>
	<u>2248.76</u>	LENGTH	<u>79.3</u>
Less Engine Room	<u>738.61</u>	2nd NUMBER	<u>313.0</u>
Register Tonnage as out on Beam	<u>1510.15</u>	PROPORTIONS —Breathths to Length	<u>8.8</u>
		Depths to Length—Upper Deck to Keel	<u>11.2</u>
		Main Deck ditto	<u>14.9</u>

Built at Whiteinch Glasgow
 When built 1880 Launched 6th December
 By whom built Aitken & Mansel
 Owners Gallath, Henkey & Co. Ltd.
 Port belonging to Glasgow
 Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ...	Feet. <u>313</u>	Inches. <u>0</u>	BREADTH—Moulded ...	Feet. <u>35</u>	Inches. <u>30</u>	DEPTH top of Floors to Upper Deck Beams	Feet. <u>25</u>	Inches. <u>9</u>	Power of Engines ...	Horse. <u>300</u>	N ^o . of Decks with flat laid	Two
						Do. do. Main Deck Beams					N ^o . of Tiers of Beams	Three

Dimensions of Ship per Register, length, 315.0 breadth, 35.9 depth, 25.7

	Inches in Ship.		Inches per Rule.	
	In Ship.	In Ship.	Inches per Rule.	Inches per Rule.
KEEL , depth and thickness	<u>9 1/4</u>	<u>3</u>	<u>9 1/4</u>	<u>3</u>
STEM , moulding and thickness	<u>9 1/4</u>	<u>3</u>	<u>9 1/4</u>	<u>3</u>
STERN-POST for Rudder do. do.	<u>10</u>	<u>5 1/2</u>	<u>10</u>	<u>5 1/2</u>
" for Propeller	<u>10</u>	<u>5 1/2</u>	<u>10</u>	<u>5 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>		<u>24</u>	
FRAMES , Angle Iron, for 2/3 length amidships	<u>5</u>	<u>3</u>	<u>5</u>	<u>3</u>
Do. for 1/2 at each end	<u>7</u>		<u>7</u>	
REVERSED FRAMES , Angle Iron	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>24</u>	<u>10</u>	<u>24</u>	<u>10</u>
" thickness at the ends of vessel		<u>8</u>		<u>8</u>
" depth at 2/3 the half-bdth. as per Rule	<u>12</u>		<u>12</u>	
" height extended at the Bilges	<u>4 1/2</u>		<u>4 1/2</u>	
BEAMS , Upper, Spar, or Awwing Deck	<u>7 1/2</u>	<u>7</u>	<u>7 1/2</u>	<u>7</u>
Single or double Angle Iron on Upper edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Average space	<u>4 1/2</u>		<u>4 1/2</u>	
BEAMS , Main, or Middle Deck	<u>6</u>	<u>3</u>	<u>6</u>	<u>3</u>
Single or double Angle Iron, on Upper Edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Average space	<u>24</u>		<u>24</u>	
BEAMS , Lower Deck, Hold, or Awwing	<u>9 1/2</u>	<u>9</u>	<u>9 1/2</u>	<u>9</u>
Single or double Angle Iron, on Upper Edge	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Average space	<u>8</u>		<u>8</u>	
KEELSONS Centre line, single or double plate,	<u>19</u>	<u>13</u>	<u>19</u>	<u>13</u>
" Rider Plate	<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>
" Bulb Plate to Intercoastal Keelson	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" Angle Irons	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" Double Angle Iron Side Keelson	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" Side Intercoastal Plate	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" do. Angle Irons	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" Attached to outside plating with angle iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
BILGE Angle Irons	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
" do. Bulb Iron	<u>8 1/2</u>	<u>9</u>	<u>8 1/2</u>	<u>9</u>
" do. Intercoastal plates riveted to plating	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
BILGE STRINGER Angle Irons	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
Intercoastal plates riveted to plating for	<u>9</u>		<u>9</u>	
SIDE STRINGER Angle Irons	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Next Keel Plates , breadth and thickness	<u>36</u>	<u>12</u>	<u>36</u>	<u>12</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges		<u>11</u>		<u>11</u>
" of doubling at Bilge, or increased thickness, and length applied	<u>1/4</u>	<u>3</u>	<u>1/4</u>	<u>3</u>
" fm up. part of Bilge to Ir. edge of Sh'rstrake.	<u>11</u>		<u>11</u>	
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied	<u>40</u>	<u>14</u>	<u>40</u>	<u>14</u>
" from M ^o . to Upr. or Spar Strake	<u>14</u>		<u>14</u>	
" Upr. or Spar Strake, breadth & thickness	<u>19 1/2</u>	<u>15 1/2</u>	<u>19 1/2</u>	<u>15 1/2</u>
Butt Straps to outside plating, breadth & thickness	<u>5</u>		<u>5</u>	
Lengths of Plating	<u>5</u>		<u>5</u>	
Shifts of Plating, and Stringers	<u>2</u>		<u>2</u>	
Gunwale Plate on ends of	<u>66</u>	<u>9</u>	<u>66</u>	<u>9</u>
Upper Deck Beams, breadth and thickness	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Angle Iron on ditto	<u>15</u>	<u>9</u>	<u>15</u>	<u>9</u>
Tie Plates fore and aft, outside Hatchways	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Diagonal Tie Plates on Decks No. of Pieces	<u>15</u>	<u>9</u>	<u>15</u>	<u>9</u>
Waterways do. do.	<u>3 1/2</u>	<u>6 1/4</u>	<u>3 1/2</u>	<u>6 1/4</u>
Flat of Upper Deck do. do.	<u>45</u>	<u>10</u>	<u>45</u>	<u>10</u>
How fastened to Beams	<u>45</u>	<u>10</u>	<u>45</u>	<u>10</u>
Stringer Plate on ends of Main or Middle Deck	<u>45</u>	<u>10</u>	<u>45</u>	<u>10</u>
Beams, breadth and thickness	<u>45</u>	<u>10</u>	<u>45</u>	<u>10</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
Angle Irons on ditto, No.	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Tie Plates, outside Hatchways	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Diagonal Tie Plates on Decks No. of Pieces	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Waterways material and scantling	<u>6 1/4</u>		<u>6 1/4</u>	
Flat of Middle Deck do. do.	<u>40</u>	<u>9</u>	<u>40</u>	<u>9</u>
How fastened to Beams	<u>40</u>	<u>9</u>	<u>40</u>	<u>9</u>
Stringer Plates on ends of Lower Deck, Hold or	<u>40</u>	<u>9</u>	<u>40</u>	<u>9</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
Angle Irons on ditto, No.	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Stringer or Tie Plates, outside Hatchways	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
Flat of Lower Deck	<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>		<u>2 1/2</u>	
" in hold do. do. do.	<u>7 1/2</u>		<u>7 1/2</u>	
Main piece of Rudder, diameter at head	<u>3 3/4</u>		<u>3 3/4</u>	
do. at heel	<u>3 3/4</u>		<u>3 3/4</u>	
Can the Rudder be unshipped afloat?	<u>Yes</u>			
Bulkheads No. 6 Thickness of	<u>7 1/4</u>		<u>7 1/4</u>	
" Height up	<u>7 1/4</u>		<u>7 1/4</u>	
" How secured to sides of ship	<u>Double frames</u>			
" Size of Vertical Angle Irons,	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>
" Are the outside Plates doubled two spaces in length?	<u>Yes</u>			

Transoms, material. Knight-heads. Hawse Timbers. Plate & Iron
 Windlass Harfield's Patent Pall Bitt Not required
 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 upper 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 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.
 " 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.
 " Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/4 thicker than the plates they connect.
 " Edges from bilge to Main Sheerstrake, worked clencher, double above riveted; with rivets 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.
 " Edges of Main 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 Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 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 single Riveted? 8
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? How welded to Beams No. of Breasthooks, 5 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, James Napier, Plate Condell & Son.

The above is a correct description.
 Builder's Signature, Aitken & Mansel Surveyor's Signature, J. Lawson
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 497-0457

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? *In corners of butts only*

Masts, Bowsprit, Yards, &c., are *New* 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 Mast hnt to cap 85' 6" x 24" x $\frac{660}{16}$ 3 Plates in round, doubled at wedging
Main Mast " " 80' 3" x 24" x $\frac{660}{16}$ Plates hot & cold tested.
Pole Masts. Brigantine rigged

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.													
CABLES, &c.													
N ^o .	Chain	270	1 1/2	59.125	270-1 1/2	59.125	Bower Anchors	32	0.21	30.5.1.7	32.0.0	30 2/20	
One Suit	Fore Sails,	<i>Glasgow 15th March 1880 W. Fraser</i>							31	3.18	30.1.2.7	32.0.0	30 2/20
Four	Fore Top Sails,	75	1 1/8	34.125	75-1 1/8	34.125		27	2.8	26.15.3.21	27.1.0	26 10/20	
Main	Fore Topmast Stay Sails,	<i>Glasgow 15th March 1880 W. Fraser</i>							<i>Glasgow 30th March 1880 W. Fraser</i>				
Stay	Hmpn Strm Cbl						Stream	1	10.2	19.12.10.3.21	10.2.0	12 5/20	
Topmast	Hawser ...	90	11"	Manilla	90-11		Kedge	1	5.0.23	7.11.3.14	5.1.0	7 1/20	
Spoke	Towlines	90	4"	Manilla	90-4		Ditto	1	2.1.20	4.15.3.0.2.2.0	2.2.0	5	
	Warp ...	90	7"	Manilla	90-7								
	and quality	<i>Good</i>											

Standing and Running Rigging *Wires & hemp* sufficient in size and *good* in quality. She has *2 Sails* Young Boats and *4 Others*
 The Windlass is *Saxfield's Patent* Capstan & *5 Winches* and Rudder *Good* Pumps *Good as appropn*

Engine Room Skylights.—How constructed? *Teak on Iron casing 7 feet* How secured in ordinary weather? *Bolts*
 What arrangements for deadlights in bad weather? *above deck*

Coal Bunker Openings.—How constructed? *Hatches & Scuttles* How are lids secured? *Scuttles self locking* Height above deck? *6 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 Scuppers and open rail bulwarks amidships*

Cargo Hatchways.—How formed? *Iron coverings*
 State size *Main Hatch* 19' 4" x 12' 0" *Forehatch* 11' 11" x 8' 1" *Quarterhatch* N^o 3 15' 6" x 12' 0" N^o 4 12' 0" x 8' 3"

If of extraordinary size, state how framed and secured? *Usual size*
 What arrangement for shifting beams? *Web plate in Main Hatchway*

Hatches, If strong and efficient? *Yes - Solid -*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
1480	March 1880	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		1880 April 6. 13. 21. 27	May 6. 12. 15. 18. 20. 28. 31	June 8. 17. 22. 29.	July 6. 14. 27. 30	August 2. 6. 31. 26
		30. 31	September 3. 6. 13. 15. 17. 21. 24. 28.	Oct 1. 5. 13. 22. 28		
			Nov 1. 5. 6. 12. 15. 17. 23. 24.	Dec 2. 6. 9. 10. 14. 16. 17. 20. 31.		

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

The workmanship is good She is constructed in accordance with the approved drawings attached

Turtle back Forecastle 45' 0" Bridge deck 21' 6" Wheel house on bridge 13' 6" x 13' 6" Deck House aft 45' 0" x 20' 0"

State if one, two, or three decked vessel, or if open, or covering deck; and the lengths of poop, fore-castle, or raised quarter deck, and the length of bows, or part bows bottom.
 How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,
 Special ... £ 81 : 4 : 6 187
 Certificate ... : : :
Dec 1880

(Travelling Expenses, if any, £ 4. 4. 0).
 Committee's Minute *Friday, December 31st 1880.*

Character assigned *100A 2 Sps 3rd Brigs*
Lloyd's Register of British and Foreign Shipping.
Lawrence
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel app...
100A1 as recommended...
Foundation

The Surveyors are requested not to write on or below the space for Committee's Minute.