

IRON SHIP.

No. *1311* Survey held at *Sunderland* Date, First Survey *Sept 30 1882* Last Survey *9th May 1883*
 On the *Screw Steamer "Perryghent"* *24 Perryghent No 6 in Builders Yard.*

TONNAGE under
 Tonnage Deck *1744.63*
 Ditto of Third, Spar, Hatchway *14.01*
 Awning Deck *14.54*
 of Poop, or *Side* *3.46*
 of Houses on Deck *Chart* *4.24*
 Ditto of Forecastle
 Gross Tonnage *1780.88*
 Less Crew Space *58.47*
 Less Engine Room *569.88*
 Register Tonnage *1152.53*
 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *17.90*
 Depth from upper part of Keel to top of Upper Deck Beams *18.75*
 Girth of Half Midship Frame (as per Rule) *33.30*
 1st Number *69.95*
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length *248.5*
 2nd Number *17382*
 Proportions— Breadths to Length *6.9*
 Depths to Length— *13.25*
 Main Deck ditto

Master *Geo Barker*
 Built at *Sunderland*
 When built *1883* Launched *24/2/83*
 By whom built *Robt. Graham & Co.*
 Owners *Myers Bros*
 Residence *Leeds*
 Port belonging to *Sunderland*
 Destined Voyage *Cronstadt*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	<i>248</i>	<i>6</i>	Moulded...	<i>35</i>	<i>9 1/2</i>	top of Floors to Upper Deck Beams Do. do. Main Deck Beams	<i>24</i>	<i>0</i>	<i>150</i>	<i>150</i>		
Dimensions of Ship per Register, length, <i>250.5</i> breadth, <i>36.1</i> depth, <i>24.25</i>												
KEEL, depth and thickness	<i>9 1/2</i>	<i>2 1/2</i>	Inches in Ship	<i>9 1/2</i>	<i>2 1/2</i>	Inches per Rule	<i>9 1/2</i>	<i>2 1/2</i>				
STEM, moulding and thickness	<i>8 1/2</i>	<i>2 1/2</i>		<i>8 1/2</i>	<i>2 1/2</i>		<i>8 1/2</i>	<i>2 1/2</i>				
STERN-POST for Rudder do. do.	<i>8 1/2</i>	<i>5</i>		<i>8 1/2</i>	<i>5</i>		<i>8 1/2</i>	<i>5</i>				
" " for Propeller	<i>8 1/2</i>	<i>5</i>		<i>8 1/2</i>	<i>5</i>		<i>8 1/2</i>	<i>5</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>			<i>24</i>			<i>24</i>					
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>				
Do. for 1/2 at each end	<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>		<i>4 1/2</i>	<i>3</i>				
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>21</i>	<i>9</i>		<i>21</i>	<i>9</i>		<i>21</i>	<i>9</i>				
" thickness at the ends of vessel	<i>11</i>	<i>7</i>		<i>11</i>	<i>7</i>		<i>11</i>	<i>7</i>				
" depth at 3/4 the half-bdth. as per Rule	<i>11</i>	<i>7</i>		<i>11</i>	<i>7</i>		<i>11</i>	<i>7</i>				
" height extended at the Bilges	<i>42</i>	<i>10 1/2</i>		<i>42</i>	<i>10 1/2</i>		<i>42</i>	<i>10 1/2</i>				
BEAMS, Upper, Spar, or Awning Deck	<i>7</i>	<i>7</i>		<i>7</i>	<i>7</i>		<i>7</i>	<i>7</i>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>				
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>		<i>48</i>	<i>48</i>				
Average space	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>				
BEAMS, Main, or Middle Deck	<i>6</i>	<i>3</i>		<i>6</i>	<i>3</i>		<i>6</i>	<i>3</i>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>3</i>		<i>6</i>	<i>3</i>		<i>6</i>	<i>3</i>				
Single or double Angle Iron, on Upper Edge	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>				
Average space	<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>		<i>24</i>	<i>24</i>				
BEAMS, Lower Deck	<i>9 1/2</i>	<i>9</i>		<i>9 1/2</i>	<i>9</i>		<i>9 1/2</i>	<i>9</i>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4</i>	<i>4</i>		<i>4</i>	<i>4</i>		<i>4</i>	<i>4</i>				
Single or double Angle Iron on Upper Edge	<i>4</i>	<i>4</i>		<i>4</i>	<i>4</i>		<i>4</i>	<i>4</i>				
Average space	<i>17</i>	<i>12</i>		<i>17</i>	<i>12</i>		<i>17</i>	<i>12</i>				
KEELSONS Centre line, single or double plate, box or intercostal, Plates	<i>11</i>	<i>12</i>		<i>11</i>	<i>12</i>		<i>11</i>	<i>12</i>				
" Rider Plate	<i>8</i>	<i>8</i>		<i>8</i>	<i>8</i>		<i>8</i>	<i>8</i>				
" Bulb Plate to Intercostal Keelson	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" Angle Irons	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>				
" Double Angle Iron Side Keelson	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" Side Intercostal Plate	<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>		<i>3</i>	<i>3</i>				
" do. Angle Irons	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" Attached to outside plating with angle iron	<i>8 1/2</i>	<i>8</i>		<i>8 1/2</i>	<i>8</i>		<i>8 1/2</i>	<i>8</i>				
ILGE Angle Irons	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" do. Bulb Iron	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" do. Intercostal plates riveted to plating for length	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
ILGE STRINGER Angle Irons	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
" Intercostal plates riveted to plating for length	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				
DE STRINGER Angle Irons	<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>		<i>5</i>	<i>4</i>				

FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *6 1/2* apart.
 REVERSED ANGLE IRONS on floors and frames extend from *middle line to main deck* and to *Spar deck* alternately
 ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
 TING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 7/8* 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 *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/8* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single 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 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 *half* length amidships.
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.
 Breadth of laps of plating in double riveting *4 to 5* Breadth of laps of plating in single riveting *None*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble double* No. of Breasthooks, *Five* Crutches, *Three*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Angle Plate, Tee, Bulb, &c.*
 Manufacturer's name or trade mark, *Robt. Graham & Co.*
 The above is a correct description.
 Builder's Signature, *Robt. Graham & Co.* Surveyor's Signature, *J. Philston*
 Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Planned* Yes.

Are the fillings between the ribs and plates solid single pieces? *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 in butts only.*

Masts, Bowsprit, Yards, &c., are *Wood & Iron* 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. *Please see sketch attached to this report*

Samples of the plates of which these masts are formed have been tested as prescribed in the Rules and found efficient

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W't req'd per Rule.	Machine where Tested & Suprtd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .	Fore Sails,	Chain	270	1 1/2	7 1/4, 5 1/4	270-1 1/2	15 Jan 85	11397	28-2-14	27-11-3-14	27-3-0	15 Jan 85
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	75	1 1/2	30 1/4, 20 1/2	75-1 1/2	1 Jan 85	11352	28-2-0	27-0-0-0	27-3-0	8 Jan 85
	Fore Top Sails,	Iron Stream Chain	<i>Tested at R.M.C.P. by J. Hartness</i>									
		or Steel Wire										
	Fore Topmast Stay Sails,	or Hempen Strm Cable						11387	24-1-0	24-1-3-14	23-2-0	12 Jan 85
		Towline, Hemp.	<i>Tested at R.M.C.P. by J. Hartness</i>									
		or Steel Wire										
	Main Sails,	Hawser	90	4	33 tons	90-11		11353	9-0-7	11-4-2-2	8-3-0	8 Jan 85
		Warp	90	3 1/2	26	90-9		11354	4-2-2	7-2-2-0	4-2-0	9 Jan 85
	Main Top Sails,		180	6 1/2		90-7		11355	2-1-2	5-0-0-0	2-1-0	9 Jan 85
	and	good quality	180	5								

Standing and Running Rigging *Good* sufficient in size and *good* in quality. She has *Two* Long Boats and *two others*

The Windlass is *Farfield & Co* combined with Capstan *4 St. Michaels* and Rudder *Good* Pumps *Three*

Engine Room Skylights.—How constructed? *Wood* How secured in ordinary weather? *Tana screws*

What arrangements for deadlights in bad weather? *Solid shutters with battens*

Coal Bunker Openings.—How constructed? *Cast iron on top of deck* How are lids secured? *Latch bars* Height above deck? *15" x 93"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, Ports and Mooring Pipes*

Cargo Hatchways.—How formed? *Plates and angles in the usual manner*

State size Main Hatch *20'-0" x 12'-0"* Forehatch *12'-0" x 12'-0"* Quarterhatches *16'-0" x 12'-0" & 12'-0" x 12'-0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Net Plate and Shifting beams: Wood Fore and Afters.*

Hatches. If strong and efficient? *Solid 3" Fir*

Order for Special Survey No. <i>3089</i>	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	<i>Built under S.S. and Surveyed 1882 Sept. 20 290</i>
Date <i>23rd Dec 81</i>		2nd. On the plating during the process of riveting	<i>4 6 10 14 26 Nov. 14 4 11 14 18 22 25 28 Dec 16 11 12 18 19 22</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...	<i>18 Jan. 5 8 11 16 24 Feb 4 19 14 16 21 24 28 March 3 8 19 2</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>30 April 4 7 11 14 20 23 26 24 May 2 4 4 9</i>
No. <i>61</i> in builder's yard.		5th. After the ship was launched and equipped	

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

This vessel has been built in accordance with accompanying plans of Midships Section Profile and Pumping arrangements, Secretary's Letter dated 6th November 1882 and in conformity with the Rules

She has a double bottom in the Fore and After Holds, and the Tanks are constructed as trimming tanks the whole of these have been pressed in the usual manner and found efficient; the dimensions and contents of these tanks will be found on form attached to this report

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form)

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

I am of opinion this Vessel should be Classed *100 A1 Spar Deck*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *James Williams*

Special ... £ 68 : 1 : 0 18th May 1883

Certificate ... (to be sent as per margin).

(Travelling Expenses, if any, £)

Committee's Minute

TUESDAY 22 MAY 1883 18

Character assigned

TRW 100 A1 Spar Deck

Surveyor to Lloyd's Register of British and Foreign Shipping

Lloyd's Register Foundation