

IRON OR STEEL SHIP.

(Received at London Office 28 July 1890)

3741

No. 3741 Survey held at Belfast Date of writing Report 9th July 1890 Port of Belfast Date, First Survey 13 April 1889 Last Survey 6th June 1890

On the Steel Screw Steamer City of Dundee Rig Brigantine  
TONNAGE under 3167.38 ONE, OR TWO DECKED, THREE DECKED VESSEL,  
Tonnage Deck SPAR, OR AWNING-DECKED VESSEL.

Master Edward Kelly  
Year of appointment 70  
Built at Belfast  
When built 1890 Launched 3 May 1890  
By whom built Workman & Clark  
Owners George Smith & Sons  
Managers  
Residence Glasgow  
Port belonging to Glasgow  
Destined Voyage Bombay  
If Surveyed while Building, Afloat, or in Dry Dock.  
Specially during construction

Do. of Poop 50.95  
Do. of Raised Or. casing round 50.86  
Dk. or Break  
Do. of Bridge House 120.05  
Do. of Houses on Deck  
Do. of excess of Hatchways 16.92  
Do. of Forecastle 20.9  
Gross Tonnage 3427.06  
Less Crew Space 90.82  
3326.24  
Less Engine Room 7.16  
Register Tonnage 2612.37  
as cut on Beam

Half Breadth (moulded) 21.25  
Depth from upper part of Keel to top of Upper Deck Beams 30.16  
Girth of Half Midship Frame (as per Rule) 47.45  
1st Number 98.86  
1st Number, if a 3-Decked Vessel deduct 7 feet 91.86  
Length 360  
2nd Number 33.069  
Proportions Breadths to Length 8.47  
Depths to Length—Upper Deck to Keel 11.81  
Main Deck ditto

LENGTH on deck as per Rule 360 Feet. Inches. BREADTH Moulded 42 Feet. Inches. DEPTH top of Deck Beams to Upper Deck Beams 26 Feet. Inches. Power of Engines 2 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 361.7 breadth, 42.7 depth, 26.4

KEEL, depth and thickness 2.6  
STEM, moulding and thickness 10 x 1 1/2  
STERN-POST for Rudder do. do. 11 x 7 1/2  
" " for Propeller 11 x 7 1/2  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24  
FRAMES, Angle 15, for 1/2 length amidships  
Do. for 1/2 at each end 15  
REVERSED FRAMES, Angle 15  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12  
" thickness at the ends of vessel 12  
" depth at 3/4 the half-bdth. as per Rule 12  
" height extended at the Bilges 17 above top of inner bottom

BEAMS, Upper, Spar or Awning Deck  
Single or double Angle Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper edge  
Average space 48  
BEAMS, Main or Middle Deck  
Single or double Angle Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space 48

BEAMS, Lower Deck  
Single or double Angle Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space 48

BEAMS, Hold, or Orlop  
Single or double Angle Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space 48

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates  
Rider Plate 48  
Angle 15  
Double Angle Iron Side Keelson 11  
Side Intercoastal Plate 11  
Attached to outside plating with angle iron 13 1/2  
BILGE Angle 15 to Margin Plate 4  
do. Bulb Iron 4  
Margin Intercoastal plates riveted to plating for 27.4 length 33 1/2  
BILGE STRINGER Angle 15  
Intercoastal plates riveted to plating for 27.4 length 33 1/2  
SIDE STRINGER Angle 15

The FRAMES extend in one length from Centre line to flange plate thickness to Gunwale  
The REVERSED ANGLE 15 on floors and frames extend from middle line to flange plate thickness to mid. & upper alternately  
KEELSONS. Are the various lengths of Plates and Angle 15 properly connected? Yes  
PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 6 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 in. diameter, averaging 4 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Edges of Main Sheerstrake, double riveted.  
Butts of Main Sheerstrake, treble riveted for whole length.  
Butts of Main Stringer Plate, treble riveted for 3 length amidships.  
Butts of Upper Stringer Plate, treble riveted for whole length.  
Breadth of laps of plating in double riveting 6 1/2 Breadth of laps of plating in single riveting 6

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 2 in. M.D. Crutches, 3 in. M.D. Crutches  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens-Martin Steel  
Manufacturer's name or trade mark, Messrs. Workman & Clark, Limited, Glasgow  
The above is a correct description. Messrs. Workman & Clark, Limited, Glasgow  
Builder's Signature, J. Workman  
Surveyor's Signature, James Maitland

Moulded depth 29-3  
Flat Keel Plates, breadth and thickness 36  
PLATES in Garboard Strakes, br'dth & thickness 36  
From Garboard to upper part of Bilges 21 1/2  
Of d'bling at Bilge, or increased thickness, and length applied 22  
From up. prt of Bilge to l. edge of Sh'rstrake 21 1/2  
Main Sheerstrake, breadth and thickness 40  
Of d'bling at Sh'stk & lng. applied 40  
From M. to Up. Dk. Sh'rstrake 40  
Up. Dk Sh'rstrake, br'dth & thckn'ss 40  
Butt Straps to outside plating, breadth & thickness 19 1/2  
Lengths of Plating 10 spaces  
Shifts of Plating, and Stringers 4  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 43  
Angle 15 on ditto 43  
Tie Plates fore and aft, outside Hatchways 43  
Diagonal Tie Plates on Beams No. of Pairs 43  
Flat of Up., Spar or Awning Dk. 43  
How fastened to Beams 43  
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 43  
Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. 2 43  
Tie Plates, outside Hatchways 43  
Diagonal Tie Plates on Beams, No. of pairs 43  
Flat of Middle Deck\* do. 43  
How fastened to Beams 43  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 43  
Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. 3 43  
Stringer or Tie Plates, outside Hatchways 43  
Flat of Lower Deck\* 43

Ceiling betwixt Decks, thickness and material 2 1/2 x 6  
" in hold do. do. 2 1/2 x 6  
Main piece of Rudder, diameter at head 2 1/2  
do. at heel 2 1/2  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. Six No. per Rule Six  
Thickness of 12 1/2  
Height up to upper deck 12 1/2  
How secured to sides of ship between two frames 12 1/2  
Size of Vertical Angle 12 1/2 x 15 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? Yes  
Riveted through plates with 1 in. Rivets, about 7 apart.  
And butts properly shifted? Yes

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(Form No. 1 for Iron or Steel Ships—600—26—1900—Transit Ink.)



