

# IRON SHIP.

No. 4552 Survey held at Dundee Date, First Survey 12<sup>th</sup> Nov 1881 Last Survey 29<sup>th</sup> Jan 1883

On the 4 masted sailing ship "Dundee"

TONNAGE under 1947.25  
 Tonnage Deck  
 Ditto of Third, Spar, or Avoing Deck.  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses  
 Ditto of Mastle  
 Gross Tonnage 2062.92  
 Less Crew Space 50.18  
 Less Engine Room  
 Register Tonnage as cut on Beam 2012.74

ONE OR TWO DECKED, THREE DECKED VESSEL.  
 SPUR OR AVING DECKED VESSEL.  
 Half Breadth (moulded) 21.41  
 Depth from upper part of Keel to top of Upper Deck Beams 25.70  
 Girth of Half Midship Frame (as per Rule) 41.79  
 1st Number 88.90  
 1st Number, if a 3-Decked Vessel deduct 7 feet  
 Length 270.33  
 2nd Number 24743.5  
 Proportions— Breadths to Length 6.49  
 Depths to Length— Upper Deck to Keel 10.82  
 Main Deck ditto

Master J. S. Naughton  
 Built at Dundee  
 When built 1882 Launched Oct. 1882  
 By whom built N. B. Thompson  
 Owners Chas. Barrie  
 Residence Dundee  
 Port belonging to Dundee  
 Destined Voyage Adelaide  
 Surveyed while Building, 4<sup>th</sup>, 9<sup>th</sup> in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
278 4		42 10		23 22				Two	Two
Dimensions of Ship per Register, length, 291.5 breadth, 43.15 depth, 23.45									
KEEL, depth and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
STERN-POST for Rudder do. do.	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24				
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2				
Do. for 1/2 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2				
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	30 9	30 9	30 9	30 9	30 9				
thickness at the ends of vessel	15 8	15 8	15 8	15 8	15 8				
depth at 1/2 the half-bdth. as per Rule	15	15	15	15	15				
height extended at the Bilges	twice midship height	twice midship height	twice midship height	twice midship height	twice midship height				
BEAMS, Upper, <del>Span</del> <u>Span</u> Deck	10 10	10 10	10 10	10 10	10 10				
Single <del>double</del> Angle Iron, Plate <del>on</del> <u>on</u> Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2				
Single <del>double</del> Angle Iron on Upper edge	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2				
Average space	all same frame	all same frame	all same frame	all same frame	all same frame				
BEAMS, <del>Main</del> <u>Main</u> on Middle Deck	10 10	10 10	10 10	10 10	10 10				
Single <del>double</del> Angle Iron, Plate <del>on</del> <u>on</u> Bulb Iron	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8				
Single <del>double</del> Angle Iron on Upper edge	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8				
Average space	all same frame	all same frame	all same frame	all same frame	all same frame				
BEAMS, <del>Hold</del> <u>Hold</u> on Orlop	10 10	10 10	10 10	10 10	10 10				
Single <del>double</del> Angle Iron, Plate <del>on</del> <u>on</u> Bulb Iron	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8				
Single <del>double</del> Angle Iron on Upper edge	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8	4 3/2 x 8				
Average space	all same frame	all same frame	all same frame	all same frame	all same frame				
KEELSONS Centre line, single <del>double</del> plate, box or intercostal plates	19 13	19 13	19 13	19 13	19 13				
Rider Plate	12 1/2 x 13	12 1/2 x 13	12 1/2 x 13	12 1/2 x 13	12 1/2 x 13				
Double <del>single</del> Angle Iron <del>on</del> <u>on</u> Keelson	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
Double <del>single</del> Angle Iron <del>on</del> <u>on</u> Side Keelson	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
Side Intercostal Plate	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
do. Angle Irons	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2				
BILGE Angle Irons	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
do. <del>on</del> <u>on</u> Bulb Iron	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
do. <del>on</del> <u>on</u> Intercostal plates riveted to plating for length	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
BILGE STRINGER Angle Irons	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
Intercostal plates riveted to plating for length	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				
SIDE STRINGER Angle Irons	6 4 9	6 4 9	6 4 9	6 4 9	6 4 9				

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to gunwale in long frame

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 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 Main Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double 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 single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

Breadth of laps of plating in double riveting 5 1/2 x 5 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble double Riveted

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary ship iron

Manufacturer's name or trade mark, Bull & Lupton German Long & Co. Plates Shimoda Ree & Co. Shimoda Yam & Co.

The above is a correct description.

Builder's Signature, N. B. Thompson Surveyor's Signature, W. J. Cooper

Surveyor to Lloyd's Register of British and Foreign Shipping.



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? *No*

Masts, Bowsprit, Yards, &c., are *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 *Iron* Masts and Bowsprit *Bowsprit - 24' 0" x 32" Dia. 32 lbs. Four angles 4x3x3/4 Plates 3/4" x 3/4" Doubled at knuckle*  
*Fore main & Mizzen lower masts 88' 9" x 32" Four plates 1/2" x 3/4" Four angles 4x3x3/4 - doubled at knuckle - Ham double - butts full*  
*Topmasts 56' 0" x 19" Two - 3/4" x 3/4" " a way of lower mast cap - single - full*  
*Lower yards 85' 0" x 21" Two - 3/4" x 3/4" doubled in way of slings - single - full*  
*Topmast yards 75' 0" x 16" upper 17 lower 17 plates 1/2" x 3/4" 5/16" x 3/4" do do do*

NUMBER for EQUIPMENT 26392				ANCHORS.			
N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per fath.	Machine where Tested & Suprntd.
Fore Sails,	Chain	135 1/2	2 7/8	270-2 7/8			
Fore Top Sails,	Iron Stream Chain	134 1/2	2 7/8	76-10-0			
Fore Topmast Stay Sails,	or Steel Wire	100	1 1/2	22-15-0			
Main Sails,	or Hempen Strm	90	4 1/2	Shel			
Main Top Sails,	Cable	90	3 1/2				
and	Towline, Hemp.	90	9	90-11			
	or Steel Wire	90	7	90-7			
	Hawser	90					
	Warp	90					
	quality	good					

Standing and Running Rigging *True & ripe* sufficient in size and *good* in quality. She has *Two* Life Boats and *four* others.  
The Windlass is *Patent (Independent)* Capstan *good* and Rudder *good* Pumps *Two Patent 6 1/2 in dia.*  
*Engine Room* Skylights. How constructed? *How secured in ordinary weather?*  
What arrangements for deadlights in bad weather?  
*Coal Bunker* Openings. How constructed? *How are lids secured?* *Height above deck?*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?  
*6 scuppers & 7 flap ports on each side*  
Cargo Hatchways.—How formed? *Plank & angle iron in the usual manner*  
State size Main Hatch *20' x 12'* Forehatch *8' x 8'* Quarterhatch *12' 0" x 10' 0"*  
If of extraordinary size, state how framed and secured? *With extraordinary size*  
What arrangement for shifting beams? *Deep web plate - wood for & after*  
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. 413	1st. On the several parts of the frame, when in place, and before the plating was wrought	1881 Nov 12. 18. 24. 30. Dec 7. 21. 27. 31. - 1882 Jan 14. 24. 28. Feb 27. 13. 23. Mar 1.
Date 22 <sup>nd</sup> Oct. 1881	2nd. On the plating during the process of riveting	1881 Nov 15. 21. 24. 28. Dec 3. 7. 11. 17. 20. 23. 28. May 2. 12. 19. 20. 23. 29. June 2. 6.
Order for Ordinary Survey No. 414	3rd. When the beams were in and fastened, and before the decks were laid...	July 4. 7. 10. 13. 18. 20. 25. 28. Aug 1. 4. 9. 14. 18. 21. 24. Sep 1. 6. 20. 23. 25. 30. Oct 2. 5. 10. 18. 21. 26.
Date 1 <sup>st</sup> Nov 1881	4th. When the ship was complete, and before the plating was finally coated or cemented.	1881 Nov 2. 10. 14. 18. 22. 25. 29. Dec 2. 11. 14. 21. 30. - 1883 Jan 13. 18. 19. 24. 29. -
No. 41 in builder's yard.	5th. After the ship was launched and equipped.	See London Letter N <sup>o</sup> 21 <sup>st</sup> Dec 1881: 14 <sup>th</sup> Jan 1882: 15 <sup>th</sup> March 1882

General Remarks (State quality of workmanship, &c.) *This is a fine masted sailing ship built in accordance with approved plans & otherwise as per rules - Two plans are sent herewith -*  
*All the outside courses of shell plating are built with as close as the kilps. Two inside courses - Since the plans were approved there have been added to by the doubling of the outside courses of shell plating in the kilps & altered by the making of the jigger mesh of Oregon pine*  
*The vessel is fitted with a full poop 40 feet long & a forecabin 36 1/2 feet long. The front of the poop being of iron*  
*The workmanship & material are quite satisfactory and the vessel is suitably & efficiently equipped*

State of hull, two, or three decked vessel, or if open, or having decked, and the lengths of poop, bridge, forecabin, and quarter deck. (If double bottom, state particulars on separate sheet.)  
How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*  
I am of opinion this Vessel should be Classed *+ 100 A 1*  
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *Geo. J. Cooper*  
*20 63 tons - Special ... £ 46 : 11 : 6 8<sup>th</sup> Feb<sup>r</sup> 1883*  
Certificate ... (to be sent as per margin).  
(Travelling Expenses, if any, £ ... )  
Committee's Minute *Tuesday, 13<sup>th</sup> February 1883.*  
Character assigned *100 A 1*  
*2 She 1 Iron*  
*Geo. J. Cooper*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that *20 63*  
vessel appears eligible to be  
Classed *100 A 1* as recommended  
Lloyd's Register  
Foundation