

Steel IRON SHIP.

No. 4653 Survey held at Dundee Date, First Survey 14th Dec^r 1883 Last Survey 27th August 1883.

On the S.S. "Jasper"

TONNAGE under 1245.32

Tonnage Deck

Ditto of Third, Spar, or Avining Deck.

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AVINING DECKED VESSEL.

Half Breadth (moulded) .. 15.75

Depth from upper part of Keel to top of Deck Beams .. 16.45

Girth of Half Midship Frame (as per Rule) .. 28.72

1st Number .. 60.92

2nd Number .. 142.42

Length .. 233.79

2nd Number .. 142.42

Proportions— Breadths to Length .. 7.42

Depths to Length— Upper Deck to Keel .. 14.21

Main Deck ditto .. 14.21

Master Mc Millan

Built at Dundee

When built 1883 Launched June 23rd

By whom built H. B. Thompson

Owners Dundee Gen Line S. S. Co. Ltd.

(P. M. Duncan & Son)

Residence Dundee

Port belonging to Dundee

Destined Voyage Archangel

If Surveyed while Building, Afloat, or in Dry Dock.

Surveyed while building

LENGTH on deck as per Rule .. 233 9²/₁₆ BREADTH— Moulded .. 31 6 DEPTH top of Floors to Deck Beams .. 23 6 Power of Engines .. 99 No. of Decks with flat laid .. Two No. of Tiers of Beams .. Three

Dimensions of Ship per Register, length, 235 breadth, 31.7 depth, 22.4

KEEL, depth and thickness .. Iron 8 x 2 3/8

STEM, moulding and thickness .. 7 1/2 x 2 3/8

STERN-POST for Rudder do. do. .. 7 1/2 x 4 3/4

" " for Propeller .. 23

Distance of Frames from moulding edge to moulding edge, all fore and aft .. 23

FRAMES, Angle Iron, for 1/2 length amidships .. 3 1/2 3 12

Do. for 1/2 at each end .. 3 1/2 3 10

REVERSED FRAMES, Angle Iron .. 3 2 1/2 10

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. 17 1/2 15 x 13

" thickness at the ends of vessel .. 12

" depth at 3/4 the half-bdth. as per Rule .. 9

" height extended at the Bilges .. twice midship height

BEAMS, Upper, Spar, .. 6 12

Single or double Angle Iron, Plate on Tee Bulb .. 2 1/2 2 1/2 8

Average space .. alternate frame

BEAMS, Main, .. 5 1/2 3 13

Single or double Angle Iron, Plate on Tee Bulb .. 5 1/2 3 13

Average space .. every frame

BEAMS, Lower, .. 8 1/2 13

Single or double Angle Iron, Plate on Tee Bulb .. 8 1/2 12

Average space .. every 10th frame

KEELSONS Centre line, single or double plate, .. 14 18

" Rider Plate .. 10 3/4 18

" Bulb Plate to Intercoastal Keelson .. 5 3 12

" Angle Iron .. 5 3 12

" Double Angle Iron Side Keelson .. 5 3 12

" Side Intercoastal Plate .. 5 3 12

" do. Angle Iron .. 5 3 12

" Attached to outside plating with angle .. 3 3 12

BILGE Angle Iron .. 5 3 12

" do. Bulb .. 7 1/2 12

" do. Intercoastal plates riveted to plating for .. 5 3 12

BILGE STRINGER Angle Iron .. 5 3 12

Intercoastal plates riveted to plating for .. 5 3 12

SIDE STRINGER Angle Iron .. 5 3 12

The FRAMES extend in one length from Keel to Foremast

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 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 7/8 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double riveted.

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

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

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting .. 4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble double Riveted .. 4 No. of Breasthooks, 4 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. ? Sumner's Manganese

Manufacturer's name or trade mark, Steel Co of Scotland

The above is a correct description.

Builder's Signature, for H. B. Thompson

Surveyor's Signature, Geo. Cooper

Surveyor to Lloyd's Register of British and Foreign Shipping

ROBT. EDM. TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, do. well Road, E.C. London.

DUN109-0040

Do any rivets break into or through the seams or butts of the plating? *kw*

State also Length and Diameter of Lower Masts and Bowsprit

Free mesh	Extreme	70 ft.	Mesh dia 21 ins	Rings 5/6 to 7/8	Double seams both ends
Main	-	65	do	do	do

Schroon tipped

[illegible]

Standing and Running Riggings ^{for} *one & rope* sufficient in size and ^{to her} *fine* in quality. She has *two* Life Boats and *ten* others.

The Windlass is Patent Capstan Iron and Rudder Iron Pumps Steam

Engine Room Skylights.—How constructed? *Lead skylight in iron casing* How secured in ordinary weather? *locked*

Coal Bunker Openings.—How constructed? *Framed as hatchways* How are lids secured? *Iron straps* Height above deck? *9 in.*

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

Cargo Hatchways.—How formed? *Part open bulk-headers*
Craning down to the bulk of fore & after. (18 in above deck)

State size **Main Hatch** 15.4 x 9 **Forehatch** 11.6' x 9' **Quarterhatch** 15.4 x 9

If of extraordinary size, state how framed and secured? *not extraordinary size*

What arrangement for shifting beams? *Not plank in main + quarter hatchway - wood pine + often in all*

Hatches, If strong and efficient? *Solid 2 1/2 in.*

Order for Special Survey No. <u>435</u>	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	<u>1882 Dec 14. 21. 30. 1883 Jan 12. 18. 26. Feb 1. 9. 14. 16. 21. 24.</u>
Date <u>24th Jan 7/83</u>		2nd. On the plating during the process of riveting	<u>28 Mar 3. 8. 13. 16. 22. 26. 29. Apr 3. 6. 13. 16. 18. 20. 25. May 8</u>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<u>10. 15. 23. 29. June 4. 8. 14. 18. 20. July 10. 13. 20. 23. Aug 2. 7. 9. 13.</u>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>16. 18. 25. 27. —</u>
No. <u>53</u> in builder's yard.		5th. After the ship was launched and equipped	<u>London letter M 26th October 1882.</u>

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

This is a spar decked ocean steamer built in accordance with the approved plan & in other respects in accordance with the Rules.

Part double bottom is fitted of length & capacity as per ships attached. It is constructed of iron of scantlings as follows viz. Central girder $8\frac{1}{2}$ - Side girders - three in No - 6 Angles $3 \times 2\frac{1}{2} \times 5\frac{1}{2}$ top plating $\frac{5}{8}$ flanged plate $\frac{7}{8}$ & has been tested in accordance with the rules & found satisfactory.

The material has been found by the Society's Surveyor & is stamped with the monogram R. In working it has shown no defect. The workmanship on the vessel is also satisfactory.

The freeboard - 5'-6" - as approved by the Committee under my report No 4643 has been marked on the vessel's sides as required by Article 471.

State if single, two, or three decked vessel, or of spar, or running decked; and the length of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement Spanish*

Outside *Fun*

I am of opinion this Vessel should be Classed + 100 A 1

The amount of the Entry Fee£ 4 : 0 : 0 is received by me,

Special £ 56 : 8 : 0 14 Sept^r 1883.

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

(Travelling Expenses, if any, £.....).

Committee's Minute

FRIDAY 21 SEPT 1883

18

Character assigned

100

FAIR

M.S.

[illegible]

Lloyd's Register
Foundation