

## IRON SHIP.

MONDAY 27 JUNE 1887

No. 5037 Survey held at Dundee Date, First Survey 15 December Last Survey 18 June 1887

On the Steel Screw Sch. "Dean"

TONNAGE under 1049.66  
Tonnage Deck 144.16  
Ditto of Third, Spar or Awning Deck 53.41  
Ditto of Poop, or Raised Qr. Dk. 47.26  
Ditto of Houses 6.70  
Ditto of Forecastle 30.81  
Gross Tonnage 1339.90  
Less Crew Space 55.23  
Less Engine Room 428.77  
Register Tonnage as cut on Beam 855.90

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17.0  
Depth from upper part of Keel to top of Upper Deck Beams 18.7  
Girth of Half Midship Frame (as per Rule) 32.2  
1st Number 07.9  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 242.58  
2nd Number 16.471  
Proportions— Breadths to Length 7.13  
Depths to Length— Upper Deck to Keel 12.96  
Main Deck ditto

Master Charles Taggart  
Built at Dundee  
When built 1887 Launched May 21<sup>st</sup> 1887  
By whom built Gourlay Bros & Co.  
Owners North Sea Steam Shipping Co. Ltd.  
Residence Dundee  
Port belonging to Dundee  
Destined Voyage Riga  
If Surveyed while Building, Afloat, or in Dry Dock. While building.

LENGTH on deck as per Rule 242 7 BREADTH Moulded 34 0 DEPTH top of Floors to Upper Deck Beams 17 0 Power of Engines 150 Horse No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 244 breadth, 34.2 depth, 17.0 Moulded depth 18.0  
KEEL, depth and thickness 7 x 3 1/16 8 1/2 x 2 1/2  
STEM, moulding and thickness 7 x 2 7/8 8 x 2 1/2  
STERN-POST for Rudder do. do. 8 x 5 8 x 5  
" for Propeller 8 x 5 8 x 5  
Distance of Frames from moulding edge to moulding edge, all fore and aft 23 23

FRAMES, Angle Iron, for 1/2 length amidships 4 3 12 4 3 12  
Do. for 1/2 at each end 4 3 10 4 3 10  
REVERSED FRAMES, Angle Iron 3 3 10 3 3 10  
FLOORS, depth and thickness of Floor Plate 20 1/2 13 20 1/2 13  
at mid line for half length amidships 20 1/2 12 20 1/2 12  
thickness at the ends of vessel 11 1/2 10 1/4 11 1/2 10 1/4  
depth at 3/4 the half-bdth. as per Rule 4 1/2 4 1/2  
height extended at the Bilges 4 1/2 4 1/2

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 13 6 3 13  
Single or double Angle Iron on Upper edge 23 23  
Average space 23 23  
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3 13 4 3 13  
Single or double Angle Iron on Upper edge 23 23  
Average space 23 23  
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 15 9 15  
Single or double Angle Iron on Upper edge 4 3 13 4 3 13  
Average space 4 3 13 4 3 13

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 3 13 4 3 13  
Single or double Angle Iron on Upper edge 4 3 13 4 3 13  
Average space 4 3 13 4 3 13  
KEELSONS Centre line, single or double plate, box, or intercostal plates 11 20 11 20  
Rider Plate 5 3 1/2 15 5 3 1/2 15  
Bulb Plate to Intercostal Keelson 5 3 1/2 15 5 3 1/2 15  
Angle Irons 5 3 1/2 15 5 3 1/2 15  
Double Angle Iron Side Keelson 5 3 1/2 15 5 3 1/2 15  
Side Intercostal Plate 3 3 12 3 3 12  
Attached to outside plating with angle iron 5 3 1/2 15 5 3 1/2 15  
BILGE Angle Irons 5 3 1/2 15 5 3 1/2 15  
do. Bulb Iron 8 13  
do. Intercostal plates riveted to plating for length 5 3 1/2 15 5 3 1/2 15  
BILGE STRINGER Angle Irons 5 3 1/2 15 5 3 1/2 15  
Intercostal plates riveted to plating for length

IDE STRINGER Angle Irons 5 3 1/2 15 5 3 1/2 15  
The FRAMES extend in one length from Keel to gunwale  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to hold stringer and to gunwale 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 7/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/8 in. diameter averaging 3 1/2 x 3 ins. from centre to centre.  
Butts of outside Strakes at Bilge for half length, treble riveted with Butt Straps 3/16" thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 x 3/4 ins. from cr. to cr.  
Edges of Main 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 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting 3"  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble double riveted. No. of Breasthooks, four Crutches, 2  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Outside plating: 260 sets.  
Manufacturer's name or trade mark, The remaining material: Steel Company of Scotland  
The above is a correct description.  
Builder's Signature, The Glasgow Shipbuilding Co. Surveyor's Signature, R. H. Appleby  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Robert Edmund Taylor & Son Commercial and General Steam Printers, 12, Old Street, Goswell Road, E.C., London.



Do any rivets break into or through the seams or butts of the plating? No

Foremast: Length 94 ft. dia 18 in. at partners. Mainmast: Length 92 feet. dia 18 in. at partners. Two plates in the round 'double chain riveted' seams 4½ in. lap, ¾ rivets. 3¾ pitch from head to lower haughts. single riveted above that. 2½ in. lap. ½ in. rivets; 3 in. pitch. Treble riveted butts 1/16 of an inch thicker than plate above deck. double riveted butts below deck.

[illegible]

Standing and Running Rigging *Wire & rope* sufficient in size and *good* in quality. She has *two* Long Boat and *one dinghy*

The Windlass is *Emerson & Walker's* Capstan and Rudder *good* Pumps *6 in. dia*

**Engine Room Skylights.**—How constructed? *Lead on iron coverings.*—How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Bullseyes*

**Coal Bunker Openings.**—How constructed? *Iron coverings.* How are lids secured? *Latched latches.* Height above deck? *18 ins.*

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three freeing ports forward and three aft. each 27" x 24".*

**Cargo Hatchways.**—How formed? *Iron coverings to lower edges of beams*

State size **Main Hatch** 19 ft 3 in x 10 ft 3 in **Forehatch** 17 ft 4 in x 9 ft 3 in **Quarterhatch**

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

What arrangement for shifting beams? One deep web plate, one wooden fibre and after and two iron T sections.

**Hatches, If strong and efficient?** *Yes - 2 1/2" ins. solid*

Order for Special Survey No. 47d.

Date 13<sup>th</sup> Nov. 1886.

Order for Ordinary Survey No.

Date \_\_\_\_\_

No. 129 in builder's yard

State dates of letters respecting this case

1st. On the several parts of the frame, when in place, and before the plating was wrought,	July 22. 28. August 10. Dec. 10. 15. 17. 21. 23. 27. 31.
2nd. On the plating during the process of riveting	1887. Jan. 5. 7. 11. 13. 17. 19. 26. 28. Febr. 1. 3. 8. 11.
3rd. When the beams were in and fastened, and before the decks were laid....	14. 17. 22. March 1. 2. 3. 7. 10. 14. 16. 18. 22. 24.
4th. When the ship was complete, and before the plating was finally coated or cemented..	29. 31. April 8. 12. 15. 25. 26. May 3. 5. 9. 10. 12.
5th. After the ship was launched and equipped	13. 16. 17. 23. 24. 25. 27. 30. 31. June 1. 3. 10. 13. 18.

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

**General Remarks** (State quality of workmanship, &c.) This is a one-decked vessel, built of steel as described above and in accordance with the approved plans and the Society's Rules. She is fitted with a Loop 28 ft long, Raised Quarter Deck 40 ft. Bridge 69 ft and Forecastle 66 ft. The Loop, Raised Quarter Deck and Bridge are efficiently connected. The Forecastle has an iron bulkhead 28 ft from stem and is open 9 ft in front 66 ft from stem. Waterballast tanks are fitted in forepeak, fore hold, after hold and after peak, and have all been tested in accordance with the Rules with satisfactory result.

The material used in this vessel's construction is insured as having been tested by the Society's Surveyor at the Steel Works.

The workmanship is good

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths 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 Paint and cement. Outside Paint

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

The amount of the Entry Fee ..... £ 4 : - : - is received by me, }  
Special ..... £ 57 : 2 : 23/6 1887 }

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

(Travelling Expenses, if any, £ ———).

## Committee's Minute

Character assigned 100 A. 1. Shell

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

From the further information now afforded it is submitted the vessel appears eligible to be classed 100A-1 Steel

Lloyd's Register

Foundation