

IRON SHIP.

No. *5340* Survey held at *Dumbarton* Date, First Survey *23 Feb 1880* Last Survey *1st April 1880*
On the *S.S. Egyptian Monarch* 4 masts. Master *J. O. Constable*

TONNAGE under Tonnage Deck *2855.10*
Ditto of ~~Deck~~ *1022.20*
Ditto of ~~Deck~~ *2877.3*
Ditto of Houses on Deck *38.40*
Ditto of Forecastle
Gross Tonnage *3915.70*
Less Crew Space *110.4*
3805.30
Less Engine Room *1253.02*
Register Tonnage as cut on Beam *2552.28*

ONE OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR DECKED VESSEL~~
HALF BREADTH (moulded) *21.25*
DEPTH from upper part of Keel to top of Upper Deck Beams *28.25*
GIRTH of Half Midship Frame (as per Rule) *44.95*
1st NUMBER *94.45*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *7*
LENGTH *358.5*
2nd NUMBER *31350*
PROPORTIONS—Breadths to Length *8.43*
Depths to Length—Upper Deck to Keel *12.69*
Main Deck ditto *17.7*

Built at *Dumbarton*
When built *1880-81* Launched *18 Dec 1880*
By whom built *A. McMillan & Son*
Owners *Royal Exchange Shipping Co*
Port belonging to *London*
Destined Voyage *New York*
If Surveyed while Building, Afloat, or in Dry Dock.
While building afloat & 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
<i>358</i>	<i>6</i>	<i>42</i>	<i>6</i>	<i>28.25</i>	<i>32</i>	<i>500</i>	<i>500</i>	<i>3</i>	<i>4</i>
Dimensions of Ship per Register, length, <i>360</i> breadth, <i>43.1</i> depth, <i>24.05</i>									
Side keel									
KEEL, depth and thickness	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>	<i>12 x 1 1/2</i>
STEM, moulding and thickness	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>	<i>12 x 2 3/4</i>
STERN-POST for Rudder do. do.	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>
" " for Propeller	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>	<i>12 x 5 1/2</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>	<i>24 ins</i>
(Class <i>100A</i>)									
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>
Do. for 1/2 at each end	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>7</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
" thickness at the ends of vessel	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
" depth at 1/2 the half-bdth. as per Rule	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
" height extended at the Bilges	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
BEAMS, Upper, Double Angle Iron, Plate or Tee Bulb Iron	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>
Single Double Angle Iron on Upper edge	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	<i>7</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>
BEAMS, Main or Middle Deck	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>
Single Double Angle Iron, on Upper Edge	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	<i>8</i>	<i>6</i>	<i>3</i>	<i>8</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>
BEAMS, Lower Deck, Double Angle Iron, Plate or Tee Bulb Iron	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Single Double Angle Iron on Upper Edge	<i>4</i>	<i>3 1/2</i>	<i>8</i>	<i>4</i>	<i>3 1/2</i>	<i>8</i>	<i>4</i>	<i>3 1/2</i>	<i>8</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>31</i>	<i>11</i>	<i>51</i>	<i>31</i>	<i>11</i>	<i>51</i>	<i>31</i>	<i>11</i>	<i>51</i>
" Rider Plate	<i>36</i>	<i>11</i>	<i>36</i>	<i>36</i>	<i>11</i>	<i>36</i>	<i>36</i>	<i>11</i>	<i>36</i>
" Bulb Plate to Intercoastal Keelson	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
" Angle Irons	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" 3 Side Intercoastal Plate <i>9 riders</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" do. Angle Irons Vertical	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" Attached to outside plating with angle iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
BILGE Angle Irons <i>attaching to plates</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" do. Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" do. Wing Intercoastal plates riveted to plating for <i>down bottom</i> length	<i>6</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>4</i>	<i>7</i>
BILGE STRINGER Angle Irons <i>first aft</i>	<i>6</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>4</i>	<i>7</i>	<i>6</i>	<i>4</i>	<i>7</i>
Intercoastal plates riveted to plating for <i>down bottom</i> length	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
SIDE STRINGER Angle Irons	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>	<i>as per approved</i>
Transoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>	<i>Iron</i>
Windlass	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>
Pall Bitt	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>	<i>Patent</i>

The FRAMES extend in one length from *Bilge to Bilge and to deck (from Bilge to Keel)* Riveted through plates with *7/8* in. Rivets, about *7* apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to *ring plate & alternately to main & up. str.* 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 *1/8* 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 *3* Strakes at Bilge for *2/3* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets *1/8* in. diameter, averaging *4.3 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1/8* in. diameter, averaging *4.3 1/2* ins. from cr. to cr.
Edges of Main Sheerstrake, double ~~single~~ riveted. Upper Sheerstrake, double ~~single~~ riveted.
Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper ~~or Spar~~ Sheerstrake, *treble* riveted *with* length amidships.
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper ~~or Spar~~ Stringer Plate, treble riveted for *1/2* length.
Breadth of laps of plating in double riveting *6" & 5 1/2"* Breadth of laps of plating in single riveting *✓*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble and double*
Waterway, how secured to Beams *Riveted* (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? *Forged knee ends* No. of Breasthooks, *4* Orntches, *3*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *"D.L." "Mossend" "Stockton M.D.C." "Conssett & Co"*
Manufacturer's name or trade mark, *Messrs Dalziel & Co, Stockton M.D.C., Conssett & Co*
The above is a correct description.

Builder's Signature, *Wm McMillan & Son* Surveyor's Signature, *J. O. Constable*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 5340 gds.
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? A few.

Masts, Bowsprit, Yards, &c., are of Iron & Steel 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 The four masts are built in accordance with the approved sketch see Secretary's letter of the 8th April 1880. The iron for these masts is from the Consett Iron Company and it was tested in accordance with the requirements of the Rules.

NUMBER for EQUIPMENT 39298		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprntd.
SAILES.												
N ^o .	CABLES, &c.											
	Chain	301 1/2 ft	2 7/8	107 1/2 tons	300 fms	Lipton	Bower Anchors	1	40.2.14	36.4.1.4	40 cwt	Lipton
	Fore Sails,	8 th March 1880		76.5	90.4	signed	(State Machine where Tested, Date, or No. of Certificate, & Name of Suprntd.)	1	40.0.73	38.16.3.14	114 cwt	signed
	Fore Top Sails,	10 July 1880		38 3/8	13 1/8	by	6 th July & 8 th Mar.	1	34.1.14	31.15.0.14		P.R. Ditt
	Fore Topmast Stay Sails,	10 July 1880		25 3/8	90-12	E.R.	1880		6.2.73			W. Maddison
	Hamp Strm Cbr	10 July 1880		25 3/8	90-12	signed	Stream	1	12.0.02	13.17.2.0	12 cwt	
	Hawser ...	10 July 1880		25 3/8	90-12	signed	Kedge	1	6.0.123	7.2.0	6	
	Main Sails,	10 July 1880		25 3/8	90-12	signed	Ditto	1	3.0.03	5.10.0.0	3	
	Towlines	10 July 1880		25 3/8	90-12	signed						
	Warp ...	10 July 1880		25 3/8	90-12	signed						
	Main Top Sails, and spare quality	10 July 1880		25 3/8	90-12	signed						

Standing and Running Rigging wire thump sufficient in size and good in quality. She has 2 Long Boat and 4 others

The Windlass is Paul's Patent, good Capstan good and Rudder good Pumps good & sufficient.

Engine Room Skylights. How constructed? Iron on Iron Combing How secured in ordinary weather? By Bolts

What arrangements for deadlights in bad weather? Deadlights linged to skylight

Coal Bunker Openings. How constructed? Cast Iron How are lids secured? By bolt fixing Height above deck? flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? On main deck there are 6 scuppers and 7 ports, as approved, each side; and on shelter deck the bulkheads are open.

Cargo Hatchways. How formed? as usual, plate and angle iron

State size Main Hatches 19'6" x 10'3" Forehatch 11'9" x 8' x 6' x 8' Quarterhatch 8 feet x 8 feet

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

What arrangement for shifting beams? One plate frame in main hatchways

Hatches, If strong and efficient? Yes

Order for Special Survey No. 433 Specially Surveied: - 1880: - Feb 23; Mar 2, 8, 11, 15, 18, 22
Date 31st Oct 1881 26, 30; Apr 5, 12, 19, 22, 28; May 4, 14, 21, 24, 27, 31; June 3, 8, 7, 14, 17
Order for Ordinary Survey No. 228 21, 24, 28; July 1, 5, 8, 12, 15, 29; Aug 2, 6, 9, 12, 16, 19, 20, 23; Sep 7, 8, 13, 16, 20, 23
No. 228 in builder's yard. 27, 30; Oct 4, 8, 11, 14, 19, 22, 25; Nov 1, 4, 11, 16, 18, 22, 29; Dec 2, 6, 9, 13, 16, 17
20, 27, 30; 1881: - Jan 10, 13, 17, 20, 24, 27; Feb 2, 8, 16, 22, 25; March 8, 11, 16, 27, 25, 29 & 1st April.

General Remarks (State quality of workmanship, &c.) The workmanship is good. She is a sister

vessel to the S.S. "Prussian Monarch", and is built in accordance with approved tracings and instructions contained in Secretary's letters of the 9th Oct, 24th Nov, 6th Dec, 19th Dec, 1879, 19th Jan, 5th Feb, 8th Feb, 8th April, 27th May, 19th June, 1880, and 8th & 14th March 1881.

The double bottom extends for the length of 292 feet divided into three separate compartments with a space of frame for well to each compartment, the capacity of this double bottom (cellular) is 600 tons. Each compartment was tested with a head of water as required by the Rules.

She has a shade deck constructed as approved, the fore openings being: forward 84 ft x 20 ft and aft 94 ft x 20 ft as per approved sketch of shade deck, four stikes, being left loose in these openings on each side for air &c. Instead of pillars in hold there is a fore and aft bulkhead 5/16 thick stiffened with double T bars 5 x 3 x 8/16, 4 ft apart.

Home, on shelter deck, & casing 5/16 x 1/4 x 1/4. State if one, two, or three decked vessel, or if open, or running decked, and the length of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint
I am of opinion this Vessel should be Classed 100A.1. "2 Iron decks" "Three decked rule" & "Shelter deck"

The amount of the Entry Fee ... £ 5 : : : is received by me, Special ... £ 120 : 2 : 6 31st March 1881 Certificate ... : : :
Surveyor to Lloyd's Register of British and Foreign Shipping.

(Travelling Expenses, if any, £ 9 : 9 : 0. 14th April 1881
Committee's Minute Tuesday April 12th 1881.

Character assigned 100A.1. 3 decks & Shelter Deck
Loadline 23 ft 6 ins
4 Tiers of Beams - 2 Iron decks