

IRON SHIP.

(REGULATED BY ACT 82.)

No. 5631 Survey held at Dumbarton Date, First Survey 28 Mar 1881 Last Survey 2nd Mar 1882
On the "B-Kemény" 2 masts

TONNAGE under 1108.95
Tonnage Deck 136.66
Ditto of Upper Deck 80.07
Ditto of Lower Deck 14.98
Ditto of Forecastle 65.89
Ditto of Aftercastle 1.35
Gross Tonnage 1382.70
Less Crew Space 1324.89
Engine Room 443.46
Register Tonnage 881.93
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Feet.
Half Breadth (moulded) 14.3
Depth from upper part of Keel to top of Upper Deck Beams 18.75
Girth of Half Midship Frame (as per Rule) 31.9
1st Number 67.95
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 243
2nd Number 16511
Proportions— Breadths to Length 7.02
Depths to Length— Upper Deck to Keel 12.96
Main Deck ditto

Master Jas. M^r Donald
Built at Dumbarton
When built 1881-82 Launched 24th Mar 1881
By whom built Burrell & Son
Owners "Adria" Hungarian Nav Co (Lim)
Residence Buda, Pesth
Port belonging to Fiume
Destined Voyage Venice
If Surveyed while Building, Afloat, or in Dry Dock.
While Building

LENGTH on deck as per Rule 243 Feet. Inches. BREADTH— Moulded 34 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 17 Feet. Inches. Do. Main Deck Beams 3 Power of Engines 150 Horse. N^o. of Decks with flat laid 1 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length 245.4 breadth, 35.1 depth, 16.95 mid. sec

KEEL, depth and thickness 8x2 1/2
STEM, moulding and thickness 8x2 1/2
STERN-POST for Rudder do. do. 8x5
" " for Propeller 8x5
Distance of Frames from moulding edge to moulding edge, all fore and aft 20 1/2

FRAMES, Angle Iron, for 3/4 length amidships 4 3 7
Do. for 1/4 at each end 3 3 6
REVERSED FRAMES, Angle Iron 3 3 6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 18 8 9
thickness at the ends of vessel 10 1/2 9
depth at 3/4 the half-bdth. as per Rule 36 36
height extended at the Bilges 36 36

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge 23 ins 23 ins
Average space 23 ins
BEAMS, Main, or Middle Deck at Hatch 9 1/2 8 1/2 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 3 8 3 3 7
Single or double Angle Iron, on Upper Edge 6 3 8 3 3 7
Average space 8 to 10 spaces

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 1/2 9 9 1/2 9
Single or double Angle Iron on Upper Edge 4 4 8 4 4 8
Average space 8 to 10 spaces

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge 21 8 21 8
Average space 40 6 40 6
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 15 6 15 6
Rider Plate 40 6 40 6
Bulb Plate to Intercoastal Keelson 15 6 15 6
Double Angle Iron Side Keelson 3 3 6 3 3 6
Side Intercoastal Plate 3 3 6 3 3 6
Attached to outside plating with angle iron

BILGE Angle Irons Double Bottom all fore aft
do. Bulb Iron 7 7
do. Intercoastal plates riveted to plating for length 7 7
BILGE STRINGER Angle Irons margin plate 7 7
Intercoastal plates riveted to plating for length 7 7

SIDE STRINGER Angle Irons 5 3 1/2 9 5 3 1/2 9
The FRAMES extend in one length from Bilge to Bilge & from Bilge to top of 8 ft
The REVERSED ANGLE IRONS on floors and frames extend Bilge middle line to Bilge and Bilge to lower top. 8 ft 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 1/4 in. diameter, averaging 6 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 3/4 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 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 1/2 length.

Butts of Main Stringer Plate, treble riveted for 1/2 length. Breadth of laps of plating in double riveting 6 x 5 1/2 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes & don. No. of Breasthooks, 4 Crutches, 2
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? D.L. & Co. J.R. & Co. Consett
Manufacturer's name or trade mark, Demand Long & Co. Johnstone Bay & Co. Consett & Co.
The above is a correct description. Burrell & Son
Surveyor's Signature, J. Donald
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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? *A few.*

Masts, Bowsprit, Yards, &c., are *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 & Fore Yard have been constructed of *Steel* in accordance with the approved tracing attached herewith, see Secretary's letter of the 15 Aug. 1881. And in addition three angles $3 \times 3 \times \frac{5}{16}$ have been fitted in the masts in the middle of each plate.

NUMBER for EQUIPMENT 18212		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supmt.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supmt.
SAILS.												
CABLES, &c.		135	19/16	43.2	270	Referton	Bower Anchors	1	23.2.12	23.11.3.14	23 1/2	
Chain		135 1/2	19/16	81.4	19/16	Referton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	5.0.16	23.11.3.14	23 1/2	
Fore Sails,		15 Nov. 1881.				2.4.10m	12 Nov. 1881	1	13.1.25	23.10.0.0	67 cwt.	
Fore Top Sails,		75 1/2	1 1/4	28.125	75 1/2	and	12 - - -	1	4.8.15	21.5.3.21	8	
Fore Topmast Stay Sails,		30 Jan. 1882.		42.125	1" 8	4.10m	15 - - -	1	20.2.10	21.5.3.21	8	
Main Sails,		90	10"		90.10"	4.10m	15 - - -	1	7.3.24	10.2.2.0	4	
Main Top Sails,		90	8 1/2"		90.8 1/2"	4.10m	15 - - -	1	1.5.25	10.2.2.0	4	
and		90	6"		90.6"	4.10m	15 - - -	1	4.0.4	6.10.0.0	4	
quality		good					Stream Anchor	1	1.0.16	6.10.0.0	4	
							Kedge	1	2.0.12	4.12.2.0	2	
							2nd Kedge	1	2.0.12	4.12.2.0	2	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *2* others.
The Windlass is *Hapi's Patent* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Teak on Iron Ceiling* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Deadlights Ringed, with Bull's Eyes for light.*

Coal Bunker Openings.—How constructed? *Cast Iron & Wood* How are lids secured? *By metal fixing and catches* Height above deck? *14" & 6"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 scuppers, 5 water ports, and 4 mooring pipes.*

Cargo Hatchways.—How formed? *As usual 3ft. 6 ins high, plates 8/16 thick.*

State size Main Hatch *2-18"10" x 11"9"* Fore hatch *11"3" x 7"6"* Quarter hatch *11ft x 8ft*

If of extraordinary size, state how framed and secured? *None*

What arrangement for shifting beams? *One shifting deep web plate in main hatches.*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. *1600* Specially Surveyed:—1881:—Mar 28; April 4, 8, 11, 14,

Date *14 April 1881* 1st. On the several parts of the frame, when in place, and before the plating was wrought *18, 21, 25, 28, May 3, 9, 12, 16, 19, 25, 30; June 2, 6, 9, 13,*

Order for Ordinary Survey No. *18* 2nd. On the plating during the process of riveting *16, 20; July 4, 8, 14, 28; Aug 4, 8, 11, 15, 18, 22, 29;*

Date *18* 3rd. When the beams were in and fastened, and before the decks were laid... *Sep 1, 8, 20, 26; Oct 3, 7, 10, 13, 17, 24, 27, 31;*

No. *18* 4th. When the ship was complete, and before the plating was finally coated or cemented... *Nov 3, 7, 10, 14, 17, 21, 28; Dec 1, 5, 8, 12, 16, 20, 22, 27;*

General Remarks (State quality of workmanship, &c.) *30; 1882:—Jan 9, 12, 14, 18, 25, 30; Feb 2, 6, 9, 14, 20, 23, 28 & 2 Mar.*

The workmanship in this vessel is good, and she has been built in accordance with the enclosed tracings 4 in 1/2", which were approved by the Committee, see Secretary's letters of 9th 11th & 23rd Feb and the 15th Aug. 1881, and otherwise in accordance with the Rules.

She has a double bottom extending throughout the whole length of the vessel, divided into three compartments with wells between each. Fore tank 96 ft. long containing 135 Tons of water; middle tank 46 ft. long - 95 Tons, and after tank 57 ft. long - 80 Tons.

Wells:—Fore end of fore tank 2 framespaces, after end of fore tank one frame space and after end of middle tank one frame space and after end of after tank 5 frame spaces. These tanks have been tested with water pressure as required by the Rules of sound satisfactory.

Length of Bridge 62 ft.; Raised Quarter Deck 77 ft., and Forecastle 30 ft.

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 *Cement & Paint* Outside *Paint.*

I am of opinion this Vessel should be Classed *100 A. 1. "one iron deck"*

The amount of the Entry Fee ... £ *5: 0: 0* is received by me, *J. D. D.*

Special ... £ *58: 2: 0* 3 March 1882

Certificate ... £ *0: 0: 0*

(Travelling Expenses, if any, £ ...).

Committee's Minute

Character assigned *100 A. 1. Lloyd's Register*

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