

IRON SHIP.

(REGISTERED IN MAR. 82)

No. 5631 Survey held at Dumbarton Date, First Survey 29 Mar. 1881 Last Survey 2nd Mar. 1882
On the S.S. "B-Kemeny" 2 masts

TONNAGE under Tonnage Deck } 1108.95
Ditto of Upper Spar, or Aft-Deck } 136.66
Ditto of Lower Spar, or Aft-Deck } 80.07
Ditto of Fore-Deck } 14.98
Ditto of Fore-cabin } 65.89
Gross Tonnage } 1386.55
Less Crew Space } 1324.39
Engine Room } 443.46
Register Tonnage } 581.93
as cut on Beam }

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL.~~
Half Breadth (moulded) 17.3 Feet.
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 6795
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. Mc 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. Power of Engines ... 150 Horse. No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length, breadth, depth, mid. sec.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths per Rule.	16ths per Rule.
KEEL, depth and thickness	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2		
STEM, moulding and thickness	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2	8 x 2 1/2		
STERN-POST for Rudder do. do.	8 x 5	8 x 5	8 x 5	8 x 5		
" " for Propeller	8 x 5	8 x 5	8 x 5	8 x 5		
Distance of Frames from moulding edge to moulding edge, all fore and aft	20 ins	23 ins	20 ins	23 ins		
FRAMES, Angle Iron, for 3/4 length amidships	4 3 7	4 3 7	4 3 7	4 3 7		
Do. for 1/2 at each end	3 3 6	3 3 6	3 3 6	3 3 6		
REVERSED FRAMES, Angle Iron	3 3 6	3 3 6	3 3 6	3 3 6		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	18	EF 13 9	18	EF 13 9		
" thickness at the ends of vessel	10 1/2	9	10 1/2	9		
" depth at 3/4 the half-bdth. as per Rule	10 1/2	9	10 1/2	9		
" height extended at the Bilges	36	36	36	36		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 3 8	6 3 8	6 3 8	6 3 8		
Single or double Angle Iron on Upper edge	23 ins	23 ins	23 ins	23 ins		
Average space	23 ins	23 ins	23 ins	23 ins		
BEAMS, Main, or Middle Deck at Hatchways Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	8 1/2	8 1/2		
Single or double Angle Iron on Upper Edge	6 3 8	3 3 7	6 3 8	3 3 7		
Average space	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces		
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2		
Single or double Angle Iron on Upper Edge	4 4 8	4 4 8	4 4 8	4 4 8		
Average space	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces		
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2	9 1/2	9 1/2	9 1/2		
Single or double Angle Iron on Upper Edge	4 4 8	4 4 8	4 4 8	4 4 8		
Average space	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces	8 to 10 spaces		
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	21	8 21	8	8		
" Rider Plate	40	6 40	6	6		
" Bulb Plate to Intercostal Keelson	15	6 15	6	6		
" Angle Irons 3 girders	3 3 6	3 3 6	3 3 6	3 3 6		
" Double Angle Iron Side Keelson	3 3 6	3 3 6	3 3 6	3 3 6		
" Side Intercostal Plate Tank top	3 3 6	3 3 6	3 3 6	3 3 6		
" do. Angle Irons angles	3 3 6	3 3 6	3 3 6	3 3 6		
" Attached to outside plating with angle iron						
BILGE Angle Irons	Double	as appd				
" do. Bulb Iron	Bottom					
" do. Intercostal plates riveted to plating for length	all fore aft					
BILGE STRINGER Angle Irons margin plate	7	7				
Intercostal plates riveted to plating for length						
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 up. 8 ft Riveted through plates with 7/8 in. Rivets, about 1/4 apart.

The REVERSED ANGLE IRONS on floors and frames extend Bilge middle line to Bilge and Bilge to lower up. 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 1/16 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 1/2 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 x 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes & done 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. 46" J.R.P.C. Consett

Manufacturer's name or trade mark, Dorman Long & Co. Johnstone Bay & Consett Co. J.R.P.C.

The above is a correct description. Burrell & Son Surveyor's Signature, J. Dodd
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.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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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 3x3x 5/16 have been fitted in the masts in the middle of each plate.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
		Chain	135	1 9/16	43.9	2 7/8	Rehberton	Bower Anchors	1	23.2.12	23.11.3.14	23 1/2	
	Fore Sails,	Iron Stream Chain	135 1/2	1 9/16	51.4	1 9/16	Rehberton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	5.0.16		Total	
	Fore Top Sails,	or Steel Wire ..	15 Nov. 1881.				D.G. Dunn	12 Nov 1881	1	23.1.25	23.10.0.0	67 cwt	
	Fore Topmast Stay Sails,	or Hempen Strm Cable ..	75 1/2	1 7/8	28.125	7 5/8	and	12 -- --	1	4.8.15			
	Main Sails,	Towline, Hemp.	30 Jan 1882		42.125	1"	Glaegan	15 -- --	1	20.2.10	21.5.3.21	cwt	
	Main Top Sails,	or Steel Wire ..	90	10"		90.10"	W. Thies	15 -- --	1	4.1.26		8	
	and	Hawser ..	90	8 1/2"		90.8 1/2"		Stream Anchor	1	7.3.24	10.2.2.0	4	
		Warp ..	90	6"		90.6"		Kedge	1	1.5.25		2	
		quality <i>good</i>						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 *gd* Pumps *good*

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

What arrangements for deadlights in bad weather? *Deadlights ringed, with Bulls' eyes for light.*

Coal Bunker Openings.—How constructed? *Cast Iron & Had. Iron* How are lids secured? *By metal fixing and catches & bolts* 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 5/16 thick.*

State size Main Hatch *2-18"10" x 11"9"* Forehatch *11"3" x 7"6"* Quarterhatch *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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.
1600	14 April 1881			18	1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>Specially Surveyed:—1881—Mar 28; April 4, 8, 11, 14,</i>
					2nd. On the plating during the process of riveting } <i>18, 21, 25, 28, May 3, 9, 12, 16, 19, 25, 30; June 2, 6, 9, 13,</i>
					3rd. When the beams were in and fastened, and before the decks were laid... } <i>16, 20; July 4, 8, 14, 28; Aug 4, 8, 11, 15, 18, 22, 29;</i>
					4th. When the ship was complete, and before the plating was finally coated or cemented... } <i>Sep: 1, 8, 20, 26; Oct 3, 7, 10, 13, 17, 24, 27, 31;</i>
					5th. After the ship was launched and equipped } <i>Nov. 3, 7, 10, 14, 17, 21, 28; Dec 1, 5, 8, 12, 16, 20, 22, 27,</i>

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 2, which were approved by the Committee, see Secretary's letters of 9th, 11th & 23rd July 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 good satisfactory length of Bridge 62 ft, raised quarter deck 77 ft, and Forecastle 30 ft.

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, *Mch 10/85* Special ... £ 58: 2: 0 *3 March 1882* Certificate ... 0: 0: 0

Surveyor to Lloyd's Register of British and Foreign Shipping. *Submitted that this appears eligible to be classed & recommended by Lloyd's Register* Tuesday, March, 7th 1882.

Character assigned *100 A of Lloyd's Register*