

IRON SHIP.

TUESDAY 23 JAN 1884

(Received at London Office,

No. *1407* Survey held at *Dumbarton* Date, First Survey *Aug. 8th 1883* Last Survey *25th Jan 1884* 18 *84*

On the *Iron Ship* *"Crown of Denmark"* 3 masts

TONNAGE under Tonnage Deck *1937.39* ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. *89.49* Half Breadth (moulded) *20.5* Built at *Dumbarton*

Ditto of Poop, or Raised Or. Deck. *31.11* Depth from upper part of Keel to top of Upper Deck Beams *26.83* When built *1883-84* Launched *14 Dec^r 83*

Ditto of Hold on Deck *44.82* Girth of Half Midship Frame (as per Rule) *42.18* By whom built *A. McMillan Son*

Ditto of Forecastle *2102.81* 1st Number *89.51* Owners *Robertson Cruikshank & Co*

Gross Tonnage *2102.81* 1st Number, if 2 Decked Vessel deduct 7 feet *267* Residence *17 Waters Street Liverpool*

Less Crew Space *74.81* Length *267* Port belonging to *Liverpool*

Less Engine Room *2028.01* 2nd Number *23899* Destined Voyage *Cardiff*

Register Tonnage as out on Beam *2028.01* Proportions— Breadths to Length *6.51* If Surveyed while Building, Afloat, or in Dry Dock. *White Building & Afloat*

Depths to Length—Upper Deck to Keel *9.95*

Main Deck ditto *9.95*

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	<i>267</i>		Moulded	<i>41</i>		top of Floors to Upper Deck Beams	<i>24</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>2</i>	<i>2</i>
Do. do. Main Deck Beams						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length, <i>283.5</i> breadth, <i>41.25</i> depth, <i>24.1</i>												
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{3}{4}$ the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal, Plates												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for $\frac{1}{2}$ length												
BILGE STRINGER Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for $\frac{1}{2}$ length												
SIDE STRINGER Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for $\frac{1}{2}$ length												
The FRAMES extend in one length from <i>middle line</i> to <i>gunwale</i>												
The REVERSED ANGLE IRONS on floors and frames extend from <i>Bilge to middle line</i> and to <i>gunwale</i>												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?												
PLATING. Garboard, double riveted to Keel, with rivets <i>1 1/8</i> in. diameter, averaging <i>5 3/8</i> ins. from centre to centre.												
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from centre to centre.												
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.												
" Butts of <i>4</i> Strakes at Bilge for <i>2</i> length, treble riveted with Butt Straps <i>7/8</i> thicker than the plates they connect.												
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.												
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.												
" Edges of Main Sheerstrake, double or single riveted.												
" Butts of Main Sheerstrake, treble riveted for <i>2</i> length amidships.												
" Butts of Main Stringer Plate, treble riveted for <i>2</i> length amidships.												
" Breadth of laps of plating in double riveting <i>5 1/2</i> Breadth of laps of plating in single riveting <i>✓</i>												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Don't care</i>												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>"Near Crown" Cast Iron</i>												
Manufacturer's name or trade mark, <i>"Hosmond"</i>												
The above is a correct description.												
Builder's Signature, <i>A. McMillan Son</i>												
Surveyor's Signature, <i>J. Wood</i>												
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

6405 lbs

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

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 very 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 latter 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

Built in accordance with approved
tracing herewith enclosed and with the instructions contained
in the Secretary's letter of the 8th Aug. 1883.
The steel was made by the Steel Co. of Scotland and was tested
and found satisfactory by the Society's Surveyors at the Maker's Works.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SALES.												
No.	CABLES, &c.											
Fore Sails,	Cham. 8883	134 7/8	2 7/8	76.5	270 of	Tipton						
Fore Top Sails,	Iron Stream Chain	135 5/16		107.1	276							
Fore Topmast Stay Sails,	or Steel Wire	100 2/3	1 1/8	22.75	100 of	by						
Main Sails,	or Hempen Strm Cable	4-6860		34.125	1 1/8	E.R.						
Main Top Sails, and spare	Towline, Hemp.	75-4	2 5/8	90-120	4 8/16	Switt						
	or Steel Wire	90	12	Rule								
	Hawser	90	8 1/2	90-11								
	Warp	75	13 1/2	90-7								
	quality	good	180	7 1/2	90-5							
Standing and Running Rigging	Wire & Hemp											
The Windlass is	in One's patent											
Engine Room Skylights.	How constructed?											
What arrangements for deadlights in bad weather?												
Coal Bunker Openings.	How constructed?											
How are lids secured?												
Height above deck?												
Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea?											
Cargo Hatchways.	How formed?											
State size Main Hatch	18' 10" x 12'											
Fore hatch	8' x 6'											
Quarter hatch	2 - 8' x 6'											
If of extraordinary size, state how framed and secured?												
What arrangement for shifting beams?												
Hatches, If strong and efficient?	Yes											

Order for Special Survey No. 1845

Date 28th June 1883

Order for Ordinary Survey No. 72

Date

No. 252 in builder's yard.

DAIES 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

Specially Surveyed. 1883. Aug 8, 10, 13, 17, 22, 24, 26, 31, 11, 14, 18, 25, 28, Oct. 2, 5, 10, 17, 23, 30, Nov. 7, 9, 14, 15, 16, 22, 28, Dec. 4, 7, 11, 14, 18, 21, 28, 1884. Jan. 8, 11, 16, 18, 22, & 25.

State dates of letters respecting this case 19th June & 8 Aug 1883.

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

The workmanship is good, and the vessel has been built in accordance with the 4 tracings attached herewith and with the instructions contained in the Secretary's letter above referred to. It will be noticed that the third Bower is slightly under the weight required by Table 22, but the total weight of the Bower Anchors is over the weight required, I therefore respectfully recommend the Anchors may be considered efficient.

Poop 38 ft. Iron front 6/16 & Coaming plate 18 x 7/16 stiffened efficiently.
Iron house 36 ft x 13 1/2 ft.
Forecastle 32 ft & 4 ft of wings beyond. Iron front 6/16 and Coaming plate 17 x 5/16.

State if two, single decked vessel, or if span, or arcing deck; 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 +100A.1.

The amount of the Entry Fee 5: 0: 0 is received by me,

Special 5: 14: 6 Payable

(to be sent as per margin). Certificate ... 0: 0: 0 Letter attached

(Travelling Expenses, if any, £) 0: 0: 0

Committee's Minute TUESDAY 23 JAN 1884 18

Character assigned 100A.1

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



Lloyd's Register Foundation