

## STEEL IRON SHIP.

(Received at London Office, LONDON 17 NOV 1884)

No. 636 Survey held at Dumbarton Date, First Survey 29<sup>th</sup> Feb 1884 Last Survey 12 Nov 1884

On the

TONNAGE under 665.63

Tonnage Deck 5.64

Ditto of Upper, or

Ditto of Lower, or

Ditto of Houses

on Deck 55.03

Ditto of Forecastle

Gross Tonnage 740.38

Less Crew Space 40.49

Less Engine Room 288.84

Register Tonnage

as cut on Beam 411.05

ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 16.00

Depth from upper part of Keel to top of Upper Deck Beams 16.95

Girth of Half Midship Frame (as per Rule) 29.90

1st Number 62.85

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 198.84

2nd Number 124.97

Proportions— Breadths to Length 6.21

Depths to Length— Upper Deck to Keel 11.72

Main Deck ditto

Master

Built at

When built

Launched

By whom built

Owners

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

While Building, Afloat.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as	per Rule		Moulded			top of Floors to Upper			Engines			
Dimensions of Ship per Register, length,	200		breadth,	32.18		depth,	15.4					
KEEL, depth and thickness	Flat											
STEM, moulding and thickness	Steel											
STERN-POST for Rudder do. do.	Steel											
" " for Propeller												
Distance of Frames from moulding edge to												
moulding edge, all fore and aft												
FRAMES, Angle Iron, for 2 length amidships												
Do. for 1 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 2 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, Lower 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 Intercoastal, Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Sing. Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to												
" do. Margin plate plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for												
SIDE STRINGER Angle Irons												
The FRAMES extend in one length from												
The REVERSED ANGLE IRONS on floors and frames extend												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?												
PLATING. Garboard, double riveted to Keel, with rivets												
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets												
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets												
" Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps												
" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets												
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets												
" Edges of Main Sheerstrake, double or single riveted.												
" Butts of Main Sheerstrake, treble riveted for 2 length amidships.												
" Butts of Main Stringer Plate, treble riveted for 2 length amidships.												
" Breadth of laps of plating in double riveting												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?												
Manufacturer's name or trade mark, Scotland "Parkhead" "Grosvenor"												
The above is a correct description.												
Builder's Signature, J. Denny & Co.												
Surveyor's Signature, J. J. Dodd												
Surveyor to Lloyd's Register of British and Foreign Shipping.												



6736 gls  
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. *The masts are built in accordance with the approved tracing attached herewith, and with the instructions contained in Secretary's letter of the 16<sup>th</sup> May 1884. The steel used ("Dalzell") was tested by the Society's Surveyors at the Manufacturer'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.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N <sup>o</sup> .												
Fore Sails,	Chain	105	15/16	3 1/4	2 1/8	Refutation						
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	105	15/16	3 1/4	2 1/8	Refutation						
Fore Top Sails,	Iron Stream Chain	60	14/16	13.75	60-1/8	D. G.						
	or Steel Wire											
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	9		90-9	Lewis						
	Towline, Hemp.	90	7		90-7							
Main Sails,	or Steel Wire	90	5		90-5							
Main Top Sails,	Hawser	90	6									
and spare	Warp	90	4 1/2									
quality												

Standing and Running Rigging *wire hemp* sufficient in size and *g<sup>o</sup>* in quality. She has *2* Long Boat and *2* others  
The Windlass is *Paul & Co.* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *Bolts*

What arrangements for deadlights in bad weather? *Iron shutters fitted with Bullseyes*

Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Bayonet fixing* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers, 7 water or wash ports, 3 Cargo ports and 4 mooring pipes*

Cargo Hatchways. How formed? *Iron as usual*

State size Main Hatch *15 ft x 9 1/2 ft* Fore hatch *11 ft x 8 ft* Quarter hatch *14 1/2 ft x 9 1/2 ft*

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

What arrangement for shifting beams? *Shifting Beams*

Hatches, If strong and efficient? *Solid 3" Pine*

Order for Special Survey No. *1921* Date *26 Jan 1884*  
Order for Ordinary Survey No. *204* Date *24 Jan 1884*  
No. *204* in builder's yard.  
State dates of letters respecting this case *24 Jan, 22 Feb, 7 Mar & 16 May 1884*  
DATES 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 *Specially Surveyed: 1884: Feb 29, Mar 4, 12, 14, 18, 21, 25, 26, 27, 28, 29, 30, 31, Apr 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jun 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jul 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Aug 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Sep 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Oct 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Nov 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Dec 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1884*  
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

General Remarks (State quality of workmanship, &c.)  
*The workmanship is good and the vessel has been built in accordance with 3 tracings attached herewith, and with the instructions contained in the Secretary's letters above referred to, and otherwise in accordance with the Rules.*  
*She is built on the ordinary system in engine & boiler space and on the cellular bottom system before and abaft, each system scarping efficiently into each other.*  
*The fore ballast tank is 38 ft long and contains 39 tons, 4<sup>th</sup> 2 in fore hold is 39 ft long with 65 tons and 4<sup>th</sup> 3 in after hold is 53 ft long with 51 tons of water. Each of these tanks has been tested according to Rule & found satisfactory.*  
*The fore & after peaks were filled with water & proved satisfactory.*  
*Deck forecabin 27 ft long Open Bridge 48 ft. House aft 34 ft x 14 ft.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Portland Cement* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A.1. "Steel"*

The amount of the Entry Fee .....£ *3* is received by me, *J. Dodd*  
Special .....£ *35* 14/11 1884

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ ...)

Committee's Minute  
Character assigned *100 A.1. Steel*  
*L.A. & Co.*  
*15th Street*

TUESDAY 13 NOV 1884 18  
Lloyd's Register Foundation