

IRON SHIP.

THUR. 17 SEPT 1835
(Received at London Office)

No. 4114 Survey held at Bowling & Glasgow Date, First Survey 6th May Last Survey 10th Sept 1885

On the S.S. "Dunrobin"

TONNAGE under Tonnage Deck	<u>282.29</u>
Ditto of Third Spar, or Awning Deck	<u>5.81</u>
Ditto of Deep, or Raised Or. Dk.	<u>25.69</u>
Ditto of Houses on Deck	<u>10.26</u>
Ditto of Forecastle	<u>16.03</u>
Gross Tonnage	<u>340.08</u>
Less Crew Space	<u>35.21</u>
	<u>304.87</u>
Less Engine Room	<u>153.24</u>
Register Tonnage as cut on Beam	<u>151.63</u>

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	<u>11.5</u>
Depth from upper part of Keel to top of Upper Deck Beams	<u>12.25</u>
Girth of Half Midship Frame (as per Rule)	<u>21.0</u>
1st Number	<u>44.45</u>
2nd Number, if 2 Decked Vessel deduct 7 feet	
Length	<u>158.66</u>
2nd Number	<u>41.00</u>
Proportions— Breadths to Length	<u>6.8</u>
Depths to Length— Upper Deck to Keel	<u>12.95</u>
Main Deck ditto	

Master English
Built at Bowling
When built 1885 Launched 24th May
By whom built Scott & Co.
Owners J & W. Smith
Residence Glasgow
Port belonging to Glasgow
Destined Voyage Stettin
If Surveyed while Building, Afloat, or in Dry Dock
Built under Special Survey

LENGTH on deck as per Rule	<u>158.66</u>	BREADTH Moulded	<u>23</u>	DEPTH top of Floors to Upper Deck Beams	<u>11</u>	Feet. Inches.	<u>2 1/2</u>	Power of Engines	<u>40</u>	N ^o . of Decks with flat laid	<u>One</u>	N ^o . of Tiers of Beams	<u>One</u>
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Dimensions of Ship per Register, length, <u>160.0</u> breadth, <u>23.1</u> depth, <u>11.0</u>													
Moulded depth <u>11-8"</u>													
KEEL, depth and thickness	<u>4 x 1 1/8</u>	Inches in Ship	<u>4 x 1 1/8</u>	Inches per Rule	<u>4 x 1 1/8</u>								
STEM, moulding and thickness	<u>4 x 1 1/8</u>	Inches in Ship	<u>4 x 1 1/8</u>	Inches per Rule	<u>4 x 1 1/8</u>								
STERN POST for Rudder do. do.	<u>4 x 3</u>	Inches in Ship	<u>4 x 3</u>	Inches per Rule	<u>4 x 3</u>								
" " for Propeller	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
FRAMES, Angle Iron, for 1/2 length amidships	<u>3 2 1/2 5</u>	Inches in Ship	<u>3 2 1/2 5</u>	Inches per Rule	<u>3 2 1/2 5</u>								
Do. for 1/2 at each end	<u>3 2 1/2 5</u>	Inches in Ship	<u>3 2 1/2 5</u>	Inches per Rule	<u>3 2 1/2 5</u>								
REVERSED FRAMES, Angle Iron	<u>2 1/2 2 1/2 4</u>	Inches in Ship	<u>2 1/2 2 1/2 4</u>	Inches per Rule	<u>2 1/2 2 1/2 4</u>								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>12 1/2</u>	Inches in Ship	<u>12 1/2</u>	Inches per Rule	<u>12 1/2</u>								
" thickness at the ends of vessel	<u>6 1/2</u>	Inches in Ship	<u>6 1/2</u>	Inches per Rule	<u>6 1/2</u>								
" depth at 3/4 the half-bdth. as per Rule	<u>25</u>	Inches in Ship	<u>25</u>	Inches per Rule	<u>25</u>								
" height extended at the Bilges	<u>25</u>	Inches in Ship	<u>25</u>	Inches per Rule	<u>25</u>								
BEAMS, Upper, Spar, or Awning Deck	<u>4 2 1/2 6</u>	Inches in Ship	<u>4 2 1/2 6</u>	Inches per Rule	<u>4 2 1/2 6</u>								
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Single or double Angle Iron on Upper Edge	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Average space	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
BEAMS, Main, or Middle Deck	<u>4 2 1/2 6</u>	Inches in Ship	<u>4 2 1/2 6</u>	Inches per Rule	<u>4 2 1/2 6</u>								
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Single or double Angle Iron on Upper Edge	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Average space	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
BEAMS, Lower Deck	<u>4 2 1/2 6</u>	Inches in Ship	<u>4 2 1/2 6</u>	Inches per Rule	<u>4 2 1/2 6</u>								
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Single or double Angle Iron on Upper Edge	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Average space	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
BEAMS, Hold, or Orlop	<u>4 2 1/2 6</u>	Inches in Ship	<u>4 2 1/2 6</u>	Inches per Rule	<u>4 2 1/2 6</u>								
Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Single or double Angle Iron on Upper Edge	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
Average space	<u>21</u>	Inches in Ship	<u>21</u>	Inches per Rule	<u>21</u>								
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<u>10 8 10 8</u>	Inches in Ship	<u>10 8 10 8</u>	Inches per Rule	<u>10 8 10 8</u>								
" Rider Plate	<u>6 1/2 8 6 1/2 8</u>	Inches in Ship	<u>6 1/2 8 6 1/2 8</u>	Inches per Rule	<u>6 1/2 8 6 1/2 8</u>								
" Bulb Plate to Intercostal Keelson	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" Angle Irons	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" Double Angle Iron Side Keelson	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" Side Intercostal Plate	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" do. Angle Irons	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" Attached to outside plating with angle iron	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
BILGE Angle Irons	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
" do. Bulb Iron for 3/5 length	<u>6 1/2 6 5 1/2 5</u>	Inches in Ship	<u>6 1/2 6 5 1/2 5</u>	Inches per Rule	<u>6 1/2 6 5 1/2 5</u>								
" do. Intercostal plates riveted to plating for length	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
BILGE STRINGER Angle Irons	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
Intercostal plates riveted to plating for length	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
SIDE STRINGER Angle Irons	<u>3 3 6 3 3 6</u>	Inches in Ship	<u>3 3 6 3 3 6</u>	Inches per Rule	<u>3 3 6 3 3 6</u>								
The FRAMES extend in one length from	<u>12 4 to 12 4</u>	Inches in Ship	<u>12 4 to 12 4</u>	Inches per Rule	<u>12 4 to 12 4</u>								
The REVERSED ANGLE IRONS on floors and frames extend	<u>from middle line to side stringer & 1 and to gunwale alternately</u>												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	<u>Yes</u>												
And butts properly shifted?	<u>Yes</u>												
PLATING. Garboard, double riveted to Keel, with rivets	<u>1 in. diameter, averaging 5 ins. from centre to centre.</u>												
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets	<u>3/4 in. diameter, averaging 3 ins. from centre to centre.</u>												
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	<u>3/4 in. diameter averaging 3 ins. from centre to centre.</u>												
" Butts of one Strakes at Bilge for half length, double riveted with Butt Straps	<u>1/8 thicker than the plates they connect.</u>												
" Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets	<u>3/4 in. diameter, averaging 3 ins. from cr. to cr.</u>												
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	<u>3/4 in. diameter, averaging 3 ins. from cr. to cr.</u>												
" Edges of Main Sheerstrake, double or single riveted.	<u>Upper Sheerstrake, double or single riveted.</u>												
" Butts of Main Sheerstrake, double riveted for whole length amidships.	<u>Butts of Upper or Spar Sheerstrake, treble riveted—length amidships.</u>												
" Butts of Main Stringer Plate, double riveted for whole length amidships.	<u>Butts of Upper or Spar Stringer Plate, treble riveted for—length.</u>												
" Breadth of laps of plating in double riveting	<u>4 1/2 Breadth of laps of plating in single riveting 2 1/2</u>												
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?	<u>No. of Breasthooks, 4 Crutches, 3</u>												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<u>Good</u>												
Manufacturer's name or trade mark,	<u>Dorman, Lang & Co. and Moor.</u>												
The above is a correct description.	<u>Yes</u>												
Builder's Signature,	<u>Scott & Co.</u>												
Surveyor's Signature,	<u>J. Thomson</u>												
Surveyor to Lloyd's Register of British and Foreign Shipping	<u>Yes</u>												

(Form No. 1 for Iron Ships—1500—3784—Transfer Ink.)

State clearly when plating is of different thicknesses as distinguished from diminished thickness at ends of

If Iron Deck, state if whole or part, and if wood deck

7114 gcs
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 in the butts.*

Masts, Bowsprit, Yards, &c., are *fine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling, Pattern, 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 Material, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *3 pole masts of pitch pine*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N ^o .	CABLES, &c.											
	Chain	165	1 1/8	20 3/4	165-1 1/8	<i>Lunderland</i>	Bower Anchors	14544	8-2-21	10-14-2-0	8-1-0	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Top Sails,	Iron Stream Chain	60	4/8	5 5/8	60-4/8	<i>J. Hartnall</i>		14545	8-2-14	10-15-2-0	8-1-0	
Fore Topmast Stay Sails,	or Steel Wire ..					<i>22nd July 1885</i>		14546	4-2-0	9-13-3-0	4-0-0	
	or Hempen Strim- Cable											
	Towline, Hemp.	45	4 1/2		45-4 1/2							
Main Sails,	or Steel Wire ..						Stream Anchor	14548	2-2-4	5-2-2-0	2-2-0	
Main Top Sails,	Hawser	90	5 1/2		90-5 1/2		Kedge ...		1-2-4		1-1-0	
and	Warp						2nd Kedge ...					
	quality <i>Good</i>											

Standing and Running Rigging is wire & hemp sufficient in size and *good* in quality. She has *1 life* Long Boat and *1 other*
The Windlass is *Fisher & Co's* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Trunk bulkheads* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *Bulls eyes in top and sides.*

Coal Bunker Openings.—How constructed? *Iron comings* How are lids secured? *By hatch bars* Height above deck? *18"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side, 3 ports, 3 mooring pipes, and 6 scuppers.*

Cargo Hatchways.—How formed? *Of plates and angles fitted in the usual manner.*

State size Main Hatch *15-10-10-0-8* Forehatch *3-6-3-6* Quarterhatch *✓*

If of extraordinary size, state how framed and secured? *In each of the main hatchways, one deep web plate and one fore and after.*

What arrangement for shifting beams? *✓*

Hatches, If strong and efficient? *Solid 3" pine.*

Order for Special Survey No. *2021*
Date *14th April 1885*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *59* in builder's yard.
State dates of letters respecting this case *Secretary's 11th April 1885.*

1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1885:— May 6, 16, 23, 26. June 10, 14, 20, 24.</i>
2nd. On the plating during the process of riveting	<i>July 1, 6, 9, 13, 29. Aug. 3, 4, 14, 18, 21, 26. Sept. 2, 10.</i>
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.) *Workmanship and material good.*

This vessel is built in accordance with the enclosed tracings (2 in 4th), the Secretary's letter referred to above, and in general conformity with the Rules for the class contemplated.

One decked vessel, with sunk forecattle 22 ft long, and raised quarter deck 55 ft long.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecattle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *By cement and paint.* Outside *By paint.*

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

The amount of the Entry Fee£ *2* is received by me, *J. Thomson*

Special£ *15* *15/9* 1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £

Committee's Minute

Character assigned

FRIDAY 18 SEPT 1885

18

1 dk min

A. & P.

+ LMC

J. Thomson
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel is eligible to be classed 100A.1 as recommended.
Lloyd's Register Foundation