

# STEEL IRON SHIP.

(Received at London Office)

No. 8866 Survey held at Glasgow Date, First Survey 6<sup>th</sup> March Last Survey 5<sup>th</sup> Nov. 1888

On the S.S. "Dunmore"

Master A. J. Campbell 1884-88

Built at Dur.

When built 1888 Launched 26<sup>th</sup> Sept.

By whom built S. McKnight & Co.

Owners Henderson & MacIntosh

Residence 44 Bernard Street, Leith

Port belonging to Leith

Destined Voyage Leamona

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

While building and afloat

TONNAGE under  
Tonnage Deck 1025.55  
Ditto of Third, Span, or Awning Deck 134.26  
Ditto of Deep, or Raised Qr. Dk. 93.74  
Ditto of Houses on Deck 4.16  
Ditto of Forecastle 6.35  
Gross Tonnage 1251.77  
Less Crew Space 51.65  
Net Tonnage 1200.12  
Engine Room 410.17  
Register Tonnage as cut on Beam 819.95

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 17.00

Depth from upper part of Keel to top of Upper Deck Beams 18.75

Girth of Half Midship Frame (as per Rule) 32.14

1st Number 67.89

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

Length 243.67

2nd Number 165.42

Proportions— Breadths to Length 7.16

Depths to Length— Upper Deck to Keel 12.94

Main Deck ditto double bottom

LENGTH on deck as per Rule 243 Feet. 8 Inches. BREADTH Moulded 34 Feet. 0 Inches. DEPTH top of Floor to Upper Deck Beams 15 Feet. 9 1/2 Inches. Power of Engines 117 Horse. N<sup>o</sup>. of Decks with flat laid One N<sup>o</sup>. of Tiers of Beams Two

Dimensions of Ship per Register, length, 245.0 breadth, 34.15 depth, 15.75 Moulded depth 18.0 1/2

KEEL, depth and thickness 2 side bars Inches in Ship. 9 1/2 Inches per Rule. 9 1/2  
STEM, moulding and thickness... 8 1/2 Inches per Rule. 8 1/2  
STERN-POST for Rudder do. do. 8 1/2 Inches per Rule. 8 1/2  
" " for Propeller 8 1/2 Inches per Rule. 8 1/2  
Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 1/2 length amidships 4 Inches in Ship. 3 Inches. 7 20ths. (Class 100A.1)  
Do. for 1/4 at each end 4 Inches in Ship. 3 Inches. 6 20ths. 4 Inches per Rule. 3 Inches. 6 20ths.

REVERSED FRAMES, Angle Iron 3 Inches in Ship. 3 Inches. 6 20ths. 3 Inches per Rule. 3 Inches. 6 20ths.

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 3 bracket plates 7

" thickness at the ends of vessel as per approved section

" depth at 1/2 the half-bdth. as per Rule

" height extended at the Bilges...

BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 6 1/2 3 8 6 1/2 3 8

Single or double Angle Iron on Upper edge 23 23

Average space... 23 23

BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space...

BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge

Average space...

BEAMS, Hold, or Orlop Single or double Ang. 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

" 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 plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from keel to tank side, thence to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to top of hold stringer angle and to upper deck 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 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

" Butts of all Strakes at Bilge for half length, treble riveted with Butt Straps 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

" Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 5 1/2 4 1/2 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, Five Crutches, 34 duple floor.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens steel

Manufacturer's name or trade mark, Dalzell, Halliday, and Co. Iron, deck and inner bottom plating, Stockton M. J. Co.

The above is a correct description.

Builder's Signature, S. McKnight & Co. Surveyor's Signature, C. R. Dodd & Co. Surveyor to Lloyd's Register of British and Foreign Shipping.



8866 gr

**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 *steel and pine* 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 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. *Two steel masts as per approved tracing.*

*Plates stamped Consett.*

*Schooner rig.*

NUMBER for EQUIPMENT		18215(0)	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.											
N <sup>o</sup> .	Fore Sails,	Chain	270	1 3/4	43 3/4	270	1 3/4	Bow Anchor	24030	30-2-18	29-3-3-0	23-2-0	
	Fore Top Sails,	Iron Stream Chain	75	1	18	75	1	Stream Anchor	24031	8-0-20	10-7-2-0	8-0-0	
	Fore Topmast Stay Sails,	Steel Wire	15	10				Kedge	24032	3-3-25	6-7-2-0	4-0-0	
	Main Sails,	Hawser	75	3 1/4	22	90	10	2nd Kedge	24033	2-0-11	4-12-2-0	2-0-0	
	Main Top Sails,	Warp	90	6		90	6						
	and	quality	Good	3 coils	5 each	90 fms. in length							

Standing and Running Rigging is *wire and hemp* sufficient in size and *good* in quality. She has *2* life *long* Boats and *2* others

The Windlass is *Wapier* *3rd* patent Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Of iron* How secured in ordinary weather? *Bolted*

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

Coal Bunker Openings. How constructed? *Iron coverings* How are lids secured? *By hatch bars* Height above deck? *11"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side, forward 3 ports 30x22 & 2 mowing pipes; and aft 3 ports 30x22 & 2 mowing pipes.*

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

State size Main Hatches *23-1x11-0 & 17-3x11-0* Fore hatch *9-7x9-0* Quarter hatch *13-5x11-0*

If of extraordinary size, state how framed and secured? *In fore hatch 1 for 4 after, 23 ft. hatch 2 web plates and 3 for 4 after; 17-3*

What arrangement for shifting beams? *hatch 1 web plate and 3 for 4 after; 13-5 hatch 1 shifting beam and 1 for 4 after.*

Hatches, If strong and efficient? *Solid 3-pm*

Order for Special Survey No. <i>2156</i>	DATES of Surveys held while building as per Section 19	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1888: - Mar. 6, 12, 20, 26. April 4, 13, 20, 23, 25.</i>
Date <i>29<sup>th</sup> Decemr. 1888</i>		2nd. On the plating during the process of riveting	<i>30. May 10, 18, 25. June 1, 6, 13, 20, 27. July 2, 5, 9, 12.</i>
Order for Ordinary Survey No. <i>973</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>18. Aug. 2, 8, 15, 23. Sept. 5, 7, 12, 14, 18, 25. Oct. 9, 16, 19.</i>
Date <i>9/11</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>23, 27, 31. Nov. 5<sup>th</sup>.</i>
No. <i>14</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case *Secretary's 5<sup>th</sup> Jan., 5<sup>th</sup> & 10<sup>th</sup> March, and 6<sup>th</sup> Sept 1888.*

General Remarks (State quality of workmanship, &c.) *The workmanship and materials are good.*

*This vessel is built of steel in accordance with midship section forwarded to London on the 5<sup>th</sup> Nov 1888, the accompanying tracings (5 in all), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.*

*The preboard assigned by the Committee per Secretary's letter of the 25<sup>th</sup> Oct. 1888, has been marked on the sides of the vessel in accordance with Notice n<sup>o</sup> 572 viz: - Winter 1-9, Summer 1-7, and Fresh Water Rim 4 above centre of Disc.*

*Boat*

State if one, two, or three decked vessel, or if open, or covering decked; and the lengths of *73 ft.* poop, *33 ft.* bridge, *85 ft.* fore-castle, *33 ft.* 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-Steel* - with *Preboard* recorded in Register Book.

The amount of the Entry Fee .....£ *4* is received by me, *(Signature)*

Special .....£ *55* *15* *9/11* *1888*

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

(Travelling Expenses, if any, £ *5* *5* *4*)

Committee's Minute

Character assigned

*+ d m l 11/88*

*HULL CERTIFICATE*

*WRITTEN*

*Records Submarine*

*TUES 13 NOV 1888*

*18*

*100 A 1 Steel*

*Inner Bottom*

*Plating Iron*

*10h Iron + 2 h 10h*

*15h 10h*

*15h 10h*

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

It is submitted that the vessel has been built in accordance with the

approved plans & appears worthy

to be classed 100 A. 1 Steel as required

in the Rules for the Class contemplated.

*10h Iron + 2 h 10h*

*15h 10h*

*15h 10h*

*15h 10h*

*15h 10h*