

# STEEL IRON SHIP.

(Received at London Office)

No. 4588 Survey held at Dumbarton Date, First Survey 12 Jan. 1886 Last Survey 20 August 1886  
On the S.S. "Finland" 2 masts.

TONNAGE under Tonnage Deck	1352.39	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.		SPAN OR AWNING-DECKED VESSEL.
Ditto of Poop, or Raised Qr. Dk.	7.25	Half Breadth (moulded) .. .. .
Ditto of Houses on Deck	3.76	Depth (from upper part of Keel to top of Upper Deck Beams)
Ditto of Forecastle		Girth of Half Midship Frame (as per Rule)
Gross Tonnage	1362.40	1st Number .. .. .
Less Crew Space	57.68	2nd Number .. .. .
Less Engine Room	436.29	Length .. .. .
Register Tonnage as cut on Beam	869.43	2nd Number .. .. .
		Proportions— Breadths to Length .. .. .
		Depths to Length—Upper Deck to Keel .. .. .
		Main Deck ditto .. .. .

Master .. .. .  
Built at Dumbarton  
When built 1886 Launched 16 July 1886  
By whom built A. McMillan Son  
Owners Donald Currie & Co.  
Residence Fenchurch St. London  
Port belonging to London  
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	228	9	Moulded	32	9	top of Floors to Upper Deck Beams	13	12	Engines	117	4	2
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, breadth, depth,	230.6		33.0			23.15						
KEEL, depth and thickness												
STEM, moulding and thickness												
TERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 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 3/4 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Angle or double Angle Iron, Plate or Tee Bulb Iron												
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												
" 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 3/8 length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from middle line to Awning Sk Riveted through plates with 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck and to 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 1/8 in. diameter, averaging 5/8 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3/4 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 2 1/2 to 3 1/2 ins. from centre to centre.  
" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 8/20 thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 1/8 in. diameter, averaging 3 1/2 to 4 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 to 4 1/2 ins. from cr. to cr.  
" Edges of Main Sheerstrake, double 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 length amidships.  
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
" Breadth of laps of plating in double riveting 4 1/2 to 5 1/2 Breadth of laps of plating in single riveting 4 1/2 to 5 1/2  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 4 Crutches, deep floors  
What description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mosend & Co. & Consett & Co.  
Manufacturer's name or trade mark, Mosend & Co. & Consett & Co.  
The above is a correct description.  
Builder's Signature, A. McMillan Son Surveyor's Signature, J. J. Dodd  
Surveyor to Lloyd's Register of British and Foreign Shipping.



