

# STEEL IRON SHIP.

(Received at London Office, 27/8/86)

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

<b>TONNAGE</b> under Tonnage Deck	1352.39	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL,</b>	Master
Ditto of Third, Spar, or Awning Deck		<b>SPAN OR AWNING-DECKED VESSEL.</b>	Built at <u>Dumbarton</u>
Ditto of Poop, or Raised Qr. Dk.	7.25	<b>Half Breadth</b> (moulded)	When built <u>1886</u> Launched <u>16 July 1886</u>
Ditto of Houses on Deck	3.76	<b>Depth</b> (from upper part of Keel to top of Upper Deck Beams)	By whom built <u>A. M. Millan &amp; Son</u>
Ditto of Forecastle		<b>Girth of Half Midship Frame</b> (as per Rule)	Owners <u>Donald Currie &amp; Co.</u>
Gross Tonnage	1362.40	<b>1st Number</b>	Residence <u>Fenchurch St. London</u>
Less Crew Space	57.68	<b>2nd Number</b>	Port belonging to <u>London</u>
Less Engine Room	436.29	<b>Proportions - Breadths to Length</b>	Destined Voyage
Register Tonnage as out on Beam	869.43	<b>Length</b>	If Surveyed while Building, Afloat, or in Dry Dock.
		<b>2nd Number</b>	<u>While Building &amp; afloat.</u>
		<b>Depths to Length - Upper Deck to Keel</b>	
		<b>Main Deck ditto</b>	

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
228	9	32	9	16	3 7/8	117	117	4	2
Dimensions of Ship per Register, length, 230.6 breadth, 33.0 depth, 23.15									
<b>KEEL</b> , depth and thickness	Iron		Inches in Ship		Inches per Rule		Flat Keel Plates, breadth and thickness		
<b>STEM</b> , moulding and thickness	7 1/2 x 2 3/8		8 x 2 3/8		8 x 2 3/8		PLATES in Garboard Strakes, br'dth & thickness		
<b>TERN-POST</b> for Rudder do. do.	7 1/2 x 4 3/4		7 1/2 x 2 3/8		7 1/2 x 2 3/8		From Garboard to upper part of Bilges		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23 ins		23 ins		23 ins		Of Bilge at Bilge, or increased thickness, and length applied		
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	4 3 7		4 3 7		4 3 7		From up. prt. of Bilge to fr. edge of Sheerstrake		
Do. for 1/2 at each end	3 3 6		3 3 6		3 3 6		Main Sheerstrake, breadth and thickness		
<b>REVERSED FRAMES</b> , Angle Iron	3 3 6		3 3 6		3 3 6		Of Bilge at Sheerstrake, & length applied		
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	19 6 1/2 9		19 8 9		19 8 9		From Main to Upper or Spar Dk. Sheerstrake		
thickness at the ends of vessel	9 1/2		9 1/2		9 1/2		Upper Spar Dk Sheerstrake, br'dth & thickness		
depth at 3/4 the half-bdth. as per Rule	38		38		38		Butt Straps to outside plating, breadth & thickness		
height extended at the Bilges	6 3 7		6 3 7		6 3 7		Lengths of Plating		
<b>BEAMS</b> , Upper, Spar, or Awning Deck	6 3 7		6 3 7		6 3 7		Shifts of Plating, and Stringers		
Single or double Angle Iron, Plate or Tee Bulb Iron	4 6 ins		4 6 ins		4 6 ins		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		
Single or double Angle Iron on Upper Edge	6 1/2 3 8		6 1/2 3 8		6 1/2 3 8		Angle Iron on ditto		
Average space	23 ins		23 ins		23 ins		Tie Plates fore and aft, outside Hatchways		
<b>BEAMS</b> , Main, or Middle Deck	6 1/2 3 8		6 1/2 3 8		6 1/2 3 8		Diagonal Tie Plates on Beams, No. of Pairs		
Single or double Angle Iron, Plate or Tee Bulb Iron	10" frame		10" frame		10" frame		Flat of Upper, Spar, or Awning Dk.		
Single or double Angle Iron, on Upper Edge	8 3/4 x 8		8 3/4 x 8		8 3/4 x 8		How fastened to Beams		
Average space	23 ins		23 ins		23 ins		Stringer Plate on ends of Main or Middle Deck		
<b>BEAMS</b> , Hold, or Orlop	8 3/4 x 8		8 3/4 x 8		8 3/4 x 8		Beams, breadth and thickness		
Single or double Angle Iron, on Upper Edge	5 3 7		5 3 7		5 3 7		Is the Stringer Plate attached to the outside plating?		
Average space	15		15		15		Angle Iron on ditto, No. 2		
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates	11		11		11		Tie Plates, outside Hatchways		
Rider Plate	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Diagonal Tie Plates on Beams, No. of pairs		
Bulb Plate to Intercostal Keelson	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Flat of Middle Deck do. do.		
Angle Iron	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		How fastened to Beams		
Double Angle Iron Side Keelson	3 3 7		3 3 7		3 3 7		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Side Intercostal Plate	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Is the Stringer Plate attached to the outside plating?		
do. Angle Iron	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Angle Iron on ditto, No. 2		
Attached to outside plating with angle iron	3 3 7		3 3 7		3 3 7		Stringer or Tie Plates, outside Hatchways		
<b>BILGE</b> Angle Iron	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Flat of Lower Deck		
do. Bulb Iron	8 8		8 8		8 8		Ceiling betwixt Decks, thickness and material		
do. Intercostal plates riveted to plating for 3/8 length	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		in hold do. do.		
<b>BILGE STRINGER</b> Angle Iron	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Main piece of Rudder, diameter at head		
Intercostal plates riveted to plating for length	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		do. at heel		
<b>SIDE STRINGER</b> Angle Iron	5 3 1/2 8		5 3 1/2 8		5 3 1/2 8		Can the Rudder be unshipped afloat?		

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 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.

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

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 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 3/20 thicker than the plates they connect.

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

Edges of Main Sheerstrake, double single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 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

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, Consett

Manufacturer's name or trade mark, Mosend & Co. & Consett & Co.

The above is a correct description.

Builder's Signature, A. M. Millan & Son Surveyor's Signature, J. J. Dodd

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 to fall thereon.

Official Number

No. of Iron Ships - 1000 - 1872/84 - Transfer Ink.

G.L.S. 205 - 0013

