

IRON SHIP.

(Received at London Office, **MONDAY 8 JUNE 1885**)

No **8912** Survey held at **Port Glasgow** Date, First Survey **3rd Dec 84**

Last Survey **1st June 1885**
(39 visits)

On the **barque Earl Dunraven**

TONNAGE under Tonnage Deck **1262.35** **ONE, OR TWO DECKED, THREE DECKED VESSEL,**

Master **Kerr**

SPAR, OR AWNING DECKED VESSEL.

Built at **Port Glasgow**

Half Breadth (moulded) **17.98**

When built **1874-85** Launched **13th Jan 85**

Depth from upper part of Keel to top of Upper Deck Beams **23.95**

By whom built **Russell & Co**

Girth of Half Midship Frame (as per Rule) **37.57**

Owners **Mealister & Co**

1st Number **79.5**

Residence **21, West India Road London E**

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

Port belonging to **Glasgow**

Length **920.7**

Destined Voyage **Melbourne**

2nd Number **1754.56**

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

Proportions— Breadths to Length **6.1**

That building under Special Provision

Depths to Length— Upper Deck to Keel **9.2**

Main Deck ditto

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº of Decks with flat laid	Nº of Tiers of Beams
220 8 1/2		35 1 1/2		21 1 1/2		45	50	One	Two

KEEL, depth and thickness	Inches in Ship	Inches per Rule	PLATES in Garboard Strakes, br'dth & thickness	Inches in Ship	16ths in Ship	Inches per Rule	16ths per Rule
9 x 3 1/2		9 x 3 1/2	36	11	36	11	

STEM, moulding and thickness	Inches in Ship	Inches per Rule	FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
18 1/2 x 2 1/2		18 1/2 x 2 1/2	5	3	5	3	8

STERN-POST for Rudder do. do.	Inches in Ship	Inches per Rule	BEAMS, Upper, Spar, or Awning Deck	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
8 1/2 x 2 1/2		8 1/2 x 2 1/2	8 1/2	8	8 1/2	8	8

Distance of Frames from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches per Rule	BEAMS, Main, or Middle Deck	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
24		24	8 1/2	8	8 1/2	8	8

FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship	Inches per Rule	BEAMS, Lower Deck	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	3	5	3	3	3	7	3

Do. for 1/2 at each end	Inches in Ship	Inches per Rule	BEAMS, Hold, or Orlop	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	3	5	3	3	3	7	3

REVERSED FRAMES, Angle Iron	Inches in Ship	Inches per Rule	KEELSONS Centre line, single or double plate, box, or intercostal, Plates	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3 1/2	3	3 1/2	17	12	17	12	12

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	Inches in Ship	Inches per Rule	do. Rider Plate	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
24	10	24	11	12	11	12	12

thickness at the ends of vessel	Inches in Ship	Inches per Rule	do. Bulb Plate to Intercostal Keelson	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
12	8	12	5	4	5	4	9

depth at 1/2 the half-bdth. as per Rule	Inches in Ship	Inches per Rule	do. Angle Irons	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
48	18	48	5	4	5	4	9

height extended at the Bilges	Inches in Ship	Inches per Rule	do. Double Angle Iron Side Keelson	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
48	18	48	5	4	5	4	9

BEAMS, Upper, Spar, or Awning Deck	Inches in Ship	Inches per Rule	do. Side Intercostal Plate	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
8 1/2	8	8 1/2	3	3	3	7	3

Single or double Angle Iron on Upper edge	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

Average space	Inches in Ship	Inches per Rule	do. Bulb Iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
48	18	48	5	4	5	4	9

BEAMS, Main, or Middle Deck	Inches in Ship	Inches per Rule	do. Intercostal plates riveted to plating for length	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
8 1/2	8	8 1/2	5	4	5	4	9

Single or double Angle Iron on Upper Edge	Inches in Ship	Inches per Rule	do. Intercostal plates riveted to plating for length	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	5	4	5	4	9

Average space	Inches in Ship	Inches per Rule	do. Angle Irons	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
48	18	48	5	4	5	4	9

BEAMS, Hold, or Orlop	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

Single or double Angle Iron on Upper Edge	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

Average space	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
48	18	48	3	3	3	7	3

KEELSONS Centre line, single or double plate, box, or intercostal, Plates	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
17	12	17	3	3	3	7	3

do. Rider Plate	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
11	12	11	3	3	3	7	3

do. Bulb Plate to Intercostal Keelson	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

do. Angle Irons	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

do. Double Angle Iron Side Keelson	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

do. Side Intercostal Plate	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

do. Angle Irons	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
3	3	3	3	3	3	7	3

BILGE Angle Irons	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

do. Bulb Iron	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

do. Intercostal plates riveted to plating for length	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

BILGE STRINGER Angle Irons	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

Intercostal plates riveted to plating for length	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

SIDE STRINGER Angle Irons	Inches in Ship	Inches per Rule	do. Attached to outside plating with angle iron	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
5	4	5	3	3	3	7	3

The FRAMES extend in one length from **Keel** to **gunwale** Riveted through plates with **7/8** in. Rivets, about **7** apart.

The REVERSED ANGLE IRONS on floors and frames extend **from middle line to upper deck** and to **at least from** 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 **13/16** 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 **7/8** in. diameter, averaging **3 1/2** ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **7/8** in. diameter averaging **3 1/2** ins. from centre to centre.

Butts of **four** Strakes at Bilge for **half** length, treble riveted with Butt Straps **7/16** thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets **7/8** in. diameter, averaging **3 1/2** ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **7/8** 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, 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 **5 1/4** Breadth of laps of plating in single riveting **5 1/4**

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Double** No. of Breasthooks, **Five** Crutches, **Four**.

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

Manufacturer's name or trade mark, **Dorman, Roy & Co. Consett & Doncaster**

The above is a correct description

Builder's Signature, **Russell & Co** Surveyor's Signature, **J. D. Rankine**

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

State clearly where plating is of alternate thicknesses distinguishing them by thickness at ends of vessel. If Iron Deck, state if whole or part, and if need deck to find thereon. G.R.N. 304-0118

Workmanship. Are the butts of plating planed or otherwise fitted?

Planed & hand fitted.

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?

Yes a few the butts

Masts, Bowsprit, Yards, &c., are of Iron Wood 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

Iron Iron Company

Fore & Main Masts 86-10 30x8 1/2, 22x6 1/2, 23x4 1/2 x 6 1/2 + 3 angle 3 1/2 x 3 x 7/16

Upper Mast lower Mast in one 132 ft. 24 x 6 1/2 at top to 15 1/2 x 7/16 at lower mast head and 9 x 4 1/2

Bowsprit detopmast head 7 1/2 angles 3 x 3 x 6 1/2. Butt straps table & double 1/4 in. round hole from angled to inner cap 15 1/2 x 6 in. 25 x 7/16 to 22 x 6 1/2 x 10 x 7/16 thinner on the caps.

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.				
								N ^o .	Weight Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	
	Fore Sails,	Chain 12895	13 1/2	1 1/2	52 1/2	50 1/2	D. G. Lewis	1924	32-3-2	30-15-14	32-0-6	D. G. Lewis
	Fore Top Sails,	Iron Steam Chain	13 1/2	1 1/2	52 1/2	50 1/2	D. G. Lewis	1925	32-0-20	30-6-1-0	32-0-0	D. G. Lewis
	Fore Topmast Stay Sails,	or Hempen Strm Cable	75	1	24 1/2	18	W. R. Kerton	1918	27-0-2	26-14-0	27-0-22	W. R. Kerton
	Main Sails,	Towline, Hemp.	90	1 1/2	-	90-11		Total	92-0-15	Total	91-1-0	
	Main Top Sails, and others	or Steel Wire	90	9 1/2	-	90-9 1/2		Stream Anchor	1922	11-0-1	13-0-0-0	10-2-0
		Hawser	90	9 1/2	-	90-6		Kedge	1915	4-5-0-2	7-2-2-5	1-0-0
		Warp	90	6	-	90-6		2nd Kedge	1915	2-2-4	5-2-2-0	2-2-0

Standing and Running Riggings of best iron & copper efficient in size and good in quality. She has four Long Boats and all good.

The Windlass is good Capstan good and Rudder good Pumps good & efficient

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scappers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Four ports & four scappers each side.

Cargo Hatchways. How formed? Coaming plates 9 thick 19 above deck

State size Main Hatch 16-0 x 11-0 Forehatch 8-0 x 6-6 Quarterhatch 8-0 x 6-6

If of extraordinary size, state how framed and secured? A shifting beam & strong fore and aft main

What arrangement for shifting beams? Yes 3 1/2 solid.

Hatches, If strong and efficient?

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1237	27 th Sept 1884			124		1884: Decr. 3-8-10-11-12	1885: Janry. 15-27: Febry. 4-9-11-14-27: 24-26:	Mar. 2-4-5-9-11-17-18: Apr. 1-3-9-10-14-16-20-21-28:	May 4-5-11-16-18-19-22-27: and	June 1 (39 visits)
						16 th Octr 1884.				

General Remarks (State quality of workmanship, &c.) Quality of workmanship good This vessel has been constructed in accordance with the accompanying approved sketches and in all other respects with the rules.

Poop 24 ft. Forecastle (having wings only enclosed) 28 ft.

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint.

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

The amount of the Entry Fee £ 4 : 0 : 0 is received by me, Special £ 57 : 15 : 0 5th June, 1885

(to be sent as per margin). Certificate ... gratis: (Travelling Expenses, if any, £ 0 : 16 : 0).

Committee's Minute TUESDAY, 9 JUNE 1885 18

Character assigned D. G. Lewis

Surveyor to Lloyd's Register of British and Foreign Shipp. It is submitted that the vessel appears eligible to be classed 100 A. 1 as recommended. 10th & 2nd Beams.

Reference should be made to any correspondence connected with this case.

The Surveyors are requested not to write on or below the space for Committee's Minute.

