

IRON SHIP.

(Received at London Office) 8 JUNE 1885

No 8912 Survey held at Port Glasgow Date, First Survey 3rd Dec 1884

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, SPAN, OR AWNING DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. 49.6 Half Breadth (moulded) 17.98

Ditto of Poop, or Raised Qr. Dk. 28.98 Depth from upper part of Keel to top of Upper Deck Beams 23.95

Ditto of Houses on Deck 6.93 Girth of Half Midship Frame (as per Rule) 37.57

Ditto of Forecastle Gross Tonnage 1347.86 1st Number 79.5

Less Crew Space 37.61 1st Number, if a 3-Decked Vessel deduct 7 feet

Less Engine Room Length 920.7

Register Tonnage as cut on Beam 1310.25 2nd Number 1754.56

Proportions— Breadths to Length 6.1

Depths to Length—Upper Deck to Keel 9.2

Main Deck ditto

Master Kerr

Built at Port Glasgow

When built 1884-85 Launched 13th Jan 85

By whom built Russell & Co

Owners Macalister & Co

Residence 21, Mot India Road

Port belonging to Glasgow

Destined Voyage Melbourne

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

This building under Special Power

LENGTH on deck as per Rule 220 8 1/2 BREADTH Moulded 35 1 1/2 DEPTH top of Floors to Upper Deck Beams 21 1 1/2 Power of Engines 50 Horse. N° of Decks with flat laid One N° of Tiers of Beams Two

Dimensions of Ship per Register, length 230.85 breadth 36.2 depth 21.75 Moulded depth 23.53

KEEL, depth and thickness 9 x 3 1/2 PLATES in Garboard Strakes, br'dth & thickness 36 11 36 11

STEM, moulding and thickness 8 1/2 x 2 1/2 From Garboard to upper part of Bilges 10 10 10 10

STERN-POST for Rudder do. do. 8 1/2 x 2 1/2 Of d'bling at Bilge, or increased thickness, and length applied 3 Strakes 11 11 11 11

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24 From up. prt of Bilge to l. edge of Sh'rstrake 10 10 10 10

FRAMES, Angle Iron, for 1/2 length amidships 5 3 5 3 8 Main Sheerstrake, breadth and thickness 40 12 40 12

Do. for 1/2 at each end 5 3 5 3 7 Of d'bling at Sh'stk. & lng. applied 40 12 40 12

REVERSED FRAMES, Angle Iron 3 1/2 3 8 3 1/2 3 7 From M'n. to Up. or Spar Dk. Sh'rstrake 40 12 40 12

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 10 24 10

thickness at the ends of vessel 8 8 Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss 94 10 16 10 16 10

depth at 1/2 the half-bdth. as per Rule 12 12 Butt Straps to outside plating, breadth & thickness 84 10 16 10 16 10

height extended at the Bilges 48 48 Lengths of Plating 5 1/2 4 4 5 1/2 4 4

BEAMS, Upper, Spar, or Awning Deck 8 1/2 8 8 1/2 8 Gunwale Plate on ends of Main, Spar, or Upper Deck Beams, breadth and thickness 44 10 44 10

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 7 3 3 7 Angle Iron on ditto 54 4 9 54 4 9

Single or double Angle Iron on Upper edge 48 48 Tie Plates fore and aft, outside Hatchways 13 10 13 10

Average space 48 48 Diagonal Tie Plates on Beams No. of Pairs 13 10 13 10

BEAMS, Main, or Middle Deck 8 1/2 8 8 1/2 8 Flat of Up., Spar, or Awning Dk. 4 4 4 4

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 7 3 3 7 How fastened to Beams 10 10 10 10

Single or double Angle Iron on Upper Edge 48 48 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 32 9 32 9

Average space 48 48 Is the Stringer Plate attached to the outside plating? Yes as regd

BEAMS, Lower Deck 8 1/2 8 8 1/2 8 Angle Irons on ditto, No. 2 44 4 9 44 4 9

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 7 3 3 7 Tie Plates, outside Hatchways 13 10 13 10

Single or double Angle Iron on Upper Edge 48 48 Diagonal Tie Plates on Beams, No. of pairs 13 10 13 10

Average space 48 48 Flat of Middle Deck* do. do. 4 4 4 4

BEAMS, Hold, or Orlop 8 1/2 8 8 1/2 8 How fastened to Beams 10 10 10 10

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 7 3 3 7 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 32 9 32 9

Single or double Angle Iron on Upper Edge 48 48 Is the Stringer Plate attached to the outside plating? Yes as regd

Average space 48 48 Angle Irons on ditto, No. 2 44 4 9 44 4 9

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 17 12 17 12

Rider Plate 11 12 11 12

Bulb Plate to Intercoastal Keelson 5 4 9 5 4 9

Angle Irons 5 4 9 5 4 9

Double Angle Iron Side Keelson 5 4 9 5 4 9

Side Intercoastal Plate 5 4 9 5 4 9

do. Angle Irons 5 4 9 5 4 9

Attached to outside plating with angle iron 5 4 9 5 4 9

BILGE Angle Irons 5 4 9 5 4 9

do. Bulb Iron 5 4 9 5 4 9

do. Intercoastal plates riveted to plating for length 5 4 9 5 4 9

BILGE STRINGER Angle Irons 5 4 9 5 4 9

Intercoastal plates riveted to plating for length 5 4 9 5 4 9

SIDE STRINGER Angle Irons 5 4 9 5 4 9

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

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck & to at least frame 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 3/16 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half 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? Treble No. of Breasthooks, Five Crutches, Four.

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

Manufacturer's name or trade mark, Dorman, Ross & Co. Consett & Sons of

The above is a correct description

Builder's Signature, Russell & Co

Surveyor's Signature, J. L. Cantwell

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

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?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Yes
Yes
Yes
Yes
Yes a few in 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

Fore & Main Masts 86-10 30x8 1/2, 22x6 1/2. 22x4 1/2 x 6 1/2 + 3 angle 3 1/2 x 3 x 7 1/2
Mizen Mast lower part 132 ft. 24 x 6 1/2 at part mast 15 1/2 x 7 1/2 at lower mast head and 9 x 4 1/2
Bowsprit 132 ft. 24 x 6 1/2 at part mast 15 1/2 x 7 1/2 at lower mast head and 9 x 4 1/2
from angled to inner cap 15 ft 6 ins. 25 x 7 1/2 to 22 x 6 1/2 10 x 7 1/2 thinner on the caps.

NUMBER for EQUIPMENT		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.	Machine where Tested & Suprntd.
SAILS.												
N ^o .	CABLES, &c.											
Fore Sails,	Chain 1285	13 1/2	1 1/2	52 1/2	50 1/2	DG Lewis	Bower Anchors					
Fore Top Sails,	Iron Strain Chain	13 1/2	1 1/2	52 1/2	50 1/2	DG Lewis	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1924	32-3-2	30-5-3-14	32-0-6	DG Lewis
Fore Topmast Stay Sails,	or Steel Wire	75	1	24 1/2	75-1	Reherton		1925	32-0-20	30-6-1-0	32-0-0	
Main Sails,	or Hempen Strm Cable							1918	27-0-2	26-11-4	27-0-22	Reherton
Main Top Sails,	Towline, Hemp.	90	11		90-11		Total	92-0-15	Total	91-1-0		
and others	or Steel Wire	90	9 1/2		90-9 1/2		Stream Anchor	1920	11-0-1	13-0-0-0	10-2-0	
	Hawser	90	9 1/2		90-9 1/2		Kedge	1915	4-5-0-3	7-7-2-2	5-1-0	DG
	Warp	90	6		90-6		2nd Kedge	1915	2-2-4	5-2-2-0	2-2-0	
	quality											

Standing and Running Riggings Good 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?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea?

Four ports & four scuppers each side.

Cargo Hatchways. How formed?

Couming plates 9 thick 19 above deck

State size Main Hatch

16-0 x 11-0

Fore hatch

8-0 x 6-6

Quarter hatch

8-0 x 6-6

If of extraordinary size, state how framed and secured?

A shifting beam & strong fore and aft main beam.

What arrangement for shifting beams?

Hatches, If strong and efficient?

Yes 3 1/2 solid.

Order for Special Survey No.

Date 27th Sept 1884

Order for Ordinary Survey No.

Date 1st Oct 1884

No. 124 in builder's yard.

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought. 1884: Decr. 3-8-10-11-12
- 2nd. On the plating during the process of riveting. 1885: Janry. 15-27: Febry. 4-9-11-14-27: 24-26:
- 3rd. When the beams were in and fastened, and before the decks were laid.... Mch. 2-4-5-9-11-17-18: Apr. 1-3-9-10-14-16-20-21-28:
- 4th. When the ship was complete, and before the plating was finally coated or cemented.. May 4-5-11-16-18-19-22-27: and
- 5th. After the ship was launched and equipped. June 1 (39 visits)

State dates of letters respecting this case

16th Oct 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.

State if one, two, or three decked vessel, or if open, or running decked, and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

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

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Character assigned

100 A.1. LARCP

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

It is submitted that this vessel appears eligible to be classed

100 A.1 as recommended.

100 A.2 in Beams

Lloyd's Register Foundation