

IRON SHIP.

THURS 4 MARCH 1886

No. 9076 Survey held at Port Glasgow Date, First Survey 3rd July 85 Last Survey July 28 1886
(32 visits)

On the Iron H.M. "Don"

TONNAGE under Tonnage Deck 1069.84 Ditto of Third, Spar, or Awning Deck. Ditto of Poop, or Raised Quarter Deck. Ditto of Houses on Deck. Ditto of Forecastle. Gross Tonnage 1168.44 Less Crew Space 53.24 Less Engine Room. Register Tonnage as cut on Beam 1115.20	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Half Breadth (moulded) 17.42 Depth from upper part of Keel to top of Upper Deck Beams 23.42 Girth of Half Midship Frame (as per Rule) 36.1 1st Number 76.94 1st Number, if a 3-Decked Vessel .. deduct 7 feet Length 207 2nd Number 15926 Proportions— Breadths to Length 5.9 Depths to Length—Upper Deck to Keel 8.8 Main Deck ditto	Master Drummond Built at Port Glasgow When built 1885 Launched 5.5.85 By whom built Russell & Co Owners J. M. Farlane Residence Port Glasgow Port belonging to Port Glasgow Destined Voyage Mediterranean Surveyed while Building, Afloat, or in Dry Dock.
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LENGTH on deck as per Rule 207 Feet. Inches. 207 0 BREADTH Moulded 34 10 Feet. Inches. 34 10 DEPTH top of Floors to Upper Deck Beams 21 5 1/2 Feet. Inches. 21 5 1/2 Do. do. Main Deck Beams 21 5 1/2 Feet. Inches. 21 5 1/2 Power of Engines ... Horse. ... Nº. of Decks with flat laid 1 Nº. of Tiers of Beams 2	Dimensions of Ship per Register, length, 215.2 breadth, 35.15 depth, 21.25 Moulded depth 22.7 Flat Keel Plates, breadth and thickness ... PLATES in Garboard Strakes, br'dth & thickness ... From Garboard to upper part of Bilges ... Of d'bling at Bilge, or increased thickness, and length applied ... From up. prt of Bilge to l.r. edge of Sh'rstrake ... Main Sheerstrake, breadth and thickness ... Of d'bling at Sh'stk. & lng. applied ... From M'n. to Up. or Spar Dk. Sh'rstrake ... Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss ... Butt Straps to outside plating, breadth & thickness ... Lengths of Plating ... Shifts of Plating, and Stringers ... Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... Angle Iron on ditto ... Tie Plates fore and aft, outside Hatchways ... Diagonal Tie Plates on Beams No. of Pairs ... Flat of Up., Spar, or Awning Dk. ... How fastened to Beams ... Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... Is the Stringer Plate attached to the outside plating? Angle Irons on ditto, No. ... Tie Plates, outside Hatchways ... Diagonal Tie Plates on Beams, No. of pairs ... Flat of Middle Deck* do. do. ... How fastened to Beams ... Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... Is the Stringer Plate attached to the outside plating? Angle Irons on ditto, No. 2 ... Stringer or Tie Plates, outside Hatchways ... Flat of Lower Deck* ... Ceiling betwixt Decks, thickness and material ... in hold do. do. ... Main piece of Rudder, diameter at head ... do. at heel ... Can the Rudder be unshipped afloat? yes Bulkheads No. 1 No. per Rule 1 Thickness of 7/16 + 6/16 Height up to upper deck How secured to sides of ship Between double frames Size of Vertical Angle Irons 5 + 3 + 7 and distance apart 30 ins. Are the outside Plates doubled two spaces of Frames in length? yes
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The FRAMES extend in one length from Keel to funnels The REVERSED ANGLE IRONS on floors and frames extend from middle line to funnels 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 5/8 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/16 in. diameter, averaging 3 3/4 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre. Butts of 3 Strakes at Bilge for 1/2 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 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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 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 5 1/4 4 1/2 Breadth of laps of plating in single riveting Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 5 Crutches, 4 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Frames to funnels & bulkheads in 1 1/2 in. diameter. Manufacturer's name or trade mark, Steel plates West Scotland The above is a correct description. Builder's Signature, Russell & Co Surveyor's Signature, Lloyd's Register of British and Foreign Shipping.

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 only.*

Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and 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 Mast 79'3" x 28" Main Mast 80'9" x 28" 3 plates, in round*
Mizzen 80'10" x 22 1/2" 2 plates in round 7 & 1/2" Main Mast 77'6" x 28" Mizzen Mast 67'6" x 28"
Bowsprit 34'6" x 23" 2 plates, in round 7/16 & 5/16 2 angles 3 x 2 1/2" x 7/16 each
for whole length Mast plates four sets Yards 11/16 & 5/16 each

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	135 1/2	1 3/4	55.125	270.0	1 1/2 lbs.	Bower Anchors	9594	31.0.0	29.7.2.0		
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, Name of Superintendent.)	134 1/2	1 3/4	77.125				9672	29.0.0	27.17.2.0		
Fore Top Sails,	Iron Stream Chain	8 1/2	1 1/2	15.8	23.7	75	1 1/2 Tipton & R. Smith.	9690	26.3.7	26.5.2.14		
Fore Topmast	or Steel Wire											
Stay Sails,	or Hempen Strm											
	Cable	96	10 1/2	90	10 1/2				86.3.7		85 1/2 cwt	E.R. S. & Co.
Main Sails,	Towline, Hemp.	90	9	90	9		Stream Anchor	9591	9.1.21	11.11.1.0	9 1/2	
Main Top Sails,	or Steel Wire	90	5 1/2	90	5 1/2		Kedge	9588	4.2.7	7.5.0.0	4 3/4	
and	Hawser						2nd Kedge	9671	2.2.7	5.2.2.0	2 1/2	
	Warp											
	quality											

Standing and Running Rigging *strict & standard* sufficient in size and *good* in quality. She has *3* Long Boats and *2* fitted on *Life Boat*.

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good & sufficient*

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? *Boats and Scuppers Sufficient*
in fore and aft

Cargo Hatchways.—How formed? *Plates & Angle Iron*

State size Main Hatch *15' 4" x 12* Forehatch *7'6" x 6* Quarterhatch *7'6" x 6*

If of extraordinary size, state how framed and secured? *Plates & Beam of Main Hatchways & fore & aft*

What arrangement for shifting beams? *fitted between double angles & bolts and nuts*

Hatches, If strong and efficient? *✓*

Order for Special Survey No. *273* Date *28th May 1885*
Order for Ordinary Survey No. *✓* Date *✓*
No. *145* in builder's yard.
State dates of letters respecting this case *6th July 1885*
1st. On the several parts of the frame, when in place, and before the plating was wrought } 1885: July 3. 28: Aug. —: Sep. 4. 7. 11. 14. 18. 22. 26:
2nd. On the plating during the process of riveting } Oct. 3. 7. 8. 12. 19. 23. 28. 30:
3rd. When the beams were in and fastened, } Nov. 2. 5. 9. 13. 16. 25. 30:
4th. When the ship was complete, and before the } Dec. 1. 5. 9. 11. 16. 21. 24:
5th. After the ship was launched and equipped } 1886 Jan. 28. (32 visits)

General Remarks (State quality of workmanship, &c.) *The workmanship is good and efficient*
This is a better vessel than the "Ber" Greenport export number 9075
built in accordance with the approved drawings relating to
the above named vessel, and the requirements and details of
the Rules have been complied with

State if one, two, or three decked vessel, or if span, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Paint & Paint* Outside *Paint & Red Lead*

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, } *Yes*

Special£ 52 : 17 : 6 30th Dec 1885 } *Yes*

(to be sent as per margin). Certificate ... *Gratis*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

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

It is submitted that the vessel appears eligible to be classed 100 A 1 as recommended.

100 x 24 ft Beams

Lloyd's Register

Foundation