

# IRON SHIPS.

No. 2006 Survey held at Middlesbrough Date 26th July 1884  
 in the Screw Steamer "Dumetia" Master Smith  
 Tonnage Gross 565 <sup>48</sup>/<sub>100</sub> Engine Room 133 <sup>34</sup>/<sub>100</sub> Register 432 <sup>14</sup>/<sub>100</sub> Built at Middlesbrough  
 When Built 1864 Launched 21st June 1864 By whom built Backhouse & Dixon  
 Owners Chapelle & Co. Port belonging to London Destined Voyage   
 Surveyed Afloat or in Dry Dock White Building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse.
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	
179	<sup>4</sup> / <sub>10</sub>	27	<sup>4</sup> / <sub>10</sub>	16	<sup>5</sup> / <sub>10</sub>			110

  

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches in Ship.		Inches required per Rule.	16ths required per Rule.
	Inches.	16ths.	Inches.	16ths.		Inches.	16ths.		
<u>Double across keel</u>	21		21		7	2 1/2	7	2 1/2	
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate	3 1/2	3	7 1/6	3 3/4	2 3/4	7 1/6			
depth and thickness of Floor Plate at mid line	17 1/2	x	0 1/6	10	8 1/6	7 1/6			
depth and thickness of Floor Plate at Bilge Keelson	0	x	0 1/6	0	0 1/6				
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	3	2 1/2	6 1/6	3	2 1/2	6 1/6			
Frames, Size of Angle Iron, single or double	3 1/2	3	7 1/6	3 3/4	2 3/4	7 1/6			
Reversed Iron, if to every frame or every other frame	3	2 1/2	6 1/6	3	2 1/2	6 1/6			
Beams, Deck (No. <u>51</u> ) <u>Double Angle Iron</u> , <u>Plate</u> , or <u>Bulb Iron</u>	7	x	7 1/6	6 3/4	x	4 1/6			
double or single Angle Iron, on top edge	2 1/2	2 1/2	5 1/6	2 1/2	2 1/2	3 1/6			
average space between	42 inches				42 inches				
if wood (No. <u>29</u> ) sided & moulded	7				x	7 1/6	6 3/4	x	6 1/6
Hold, or Lower Deck (No. <u>29</u> ) <u>Double Angle Iron</u> , <u>Plate</u> , or <u>Bulb Iron</u>	7	x	7 1/6	6 3/4	x	6 1/6			
double or single Angle Iron on top edge	3	2 1/2	6 1/6	3	2 1/2	6 1/6			
average space between	Second & fourth from is								
if wood (No. <u>29</u> ) sided & moulded									
Paddle, wood, sided and moulded, or if Iron, size of Plate									
Engine									
Keelson, single plate, box, or intercostal	12	x	10 1/6	12	x	10 1/6			
Size of Plates	4	3	0 1/6	4 1/4	3 1/4	7 1/6			
Size of Angle Irons	4	3	0 1/6	"	"	"			
Ditto Bilge (No. <u>Two</u> ) <u>Double Ang. Iron</u>	4	3	0 1/6	"	"	"			
Transoms, material <u>Plate</u> or, if none, in what manner compensated for.									
Knight heads, and Hawse Timber									
The Frames or Ribs extend in one length from <u>Keel</u> to <u>gunwale</u> rivetted through plates with (3/4 in.) rivets, about (5 1/2 in.) apart.									
The reverse angle irons on the floors extend in one length across the middle line from <u>top of bilge</u> to <u>top of bilge</u>									
" " " on the frames " " " from <u>bilge</u> to <u>gunwale</u> upon <u>alternate frames</u> .									
Keelson, how are the various lengths of plates or angle irons connected? <u>Butts of plates &amp; angle irons shifted &amp; strapped &amp; rivetted</u>									
Plates, Garboard, <u>double or single</u> rivetted to keel & at upper edge, with rivets (1 in.) diameter averaging (4 1/4 in.) from centre to centre of rivet.									
Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (1 in.) thick, or <u>clencher</u> , <u>double or single</u> rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.									
Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (9/16 in.) thick, <u>double or single</u> rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>									
Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece (1 in.) thick, or <u>clencher</u> , <u>double or single</u> rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>no</u>									
Edge of Sheerstrake, <u>double or single</u> rivetted? <u>Double</u>									
Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (9/16 in.) thick, <u>double or single</u> rivetted; rivets (3/4 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 3/4)									
Butt Straps of Keelsons, Stringer and Tie Plates, <u>double or single</u> rivetted? <u>Double</u>									
Planksheer, how secured to the plating of the sides									
Waterway " " planksheer and to the Beams									
Deck Beams, how secured to the side? <u>Beam ends turned &amp; pieces welded</u>									
Hold or Lower Deck " <u>Same as Deck</u>									
Paddle " <u>none</u>									
No. of breasthooks <u>Four</u> crutches <u>Two</u> how are pointers compensated?									
What description of iron is used for the angle iron and plate iron in the vessel? <u>By Hopkins &amp; Co. of Stockton-on-Tees</u>									



3689 Iron

+ a half

Workmanship.

Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? They do  
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid in one (being)  
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? All through  
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.  
She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.		Inches.		No.	Weight.
	Fore Sails,	Chain .....	240		1 1/4		Bower, <u>Bj. Rodgers</u>	3 19.2
	Fore Top Sails,	Hamper Stream Cable .....	90		3/4			10.1
	Fore Topmast Stay Sails,	Hawser .....	90		5 1/2		Stream, .....	1 3.2
	Main Sails,	Towlines .....	90		7 1/2			
	Main Top Sails,	Warp .....	75		3 1/4		Kedge, .....	2 2.8
		All of <u>Good</u> quality.						1.1

Her Standing and Running Rigging Wire Hemp sufficient in size and Good in quality.

She has Two life Long Boat and Two Jig &olly do  
The present state of the Windlass is Good Capstan 2 Wicks and Rudder Good Pumps Good of metal

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought
  - 2nd. On the plating during the progress of rivetting
  - 3rd. When the beams were in and fastened, and before the decks were laid
  - 4th. When the ship was complete, and before the plating was finally coated
  - 5th. After the ship was launched

Special Survey No of order 104  
First Survey 14th Decr 104  
Post Survey 26th July 104  
The length being over eleven times the depth the showtrakes are fitted to the keel for 3/4 the vessels length, likewise a doubling strake 9x11 for the same length. An Intercostal Keelson fitted on each side of middle line with plates 17x0/16 double angle Iron 4x3x0/16.  
Has a Raised Deck aft, frames all to the top height. Plating 6/16 the Beams the same as deck, Stringer plates made of do 23x1/6 angle Iron 4 1/2 x 3 x 7/6 Waterways 11x5 in R. Pine & G. Oak. Flat of deck 3 in. G. Pine.

Backhouse & Dixon.

Mr. P. Martin's recommendations of the 26th May  
have been carried out.

In what manner are the surfaces preserved from oxidation?

Flat of hold cemented with Portland  
Cement, all other parts coated with two coats of paint.

I am of opinion this Vessel should be classed A1

The amount of the Fee .....£ 5 : 0 : 0 is received by me,

Special .....£ 20 : 5 : 0

Certificate (if required) .....£ : :

Committee's Minute 29th July 1864.

Character assigned A1

J. P. Gladstone

I concur in the  
above decision  
28th July 1864  
M. E.



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