

IRON SHIP.

15423 Rev 25/11/71

No. 442 Survey held at Dumbarton Date, First Survey 30th Nov 1874 Last Survey 15th November 1875

On the Sr Dorinda 3 masts Master Jno Templeton

TONNAGE under Tonnage Deck 2071.50
 Ditto of Third, Span, or Awning Deck 840.00
 Ditto of Poop, or Raised Or. Dk. 2919.58
 Ditto of Houses on Deck 57.75
 Ditto of Forecastle 2977.33
 Gross Tonnage 2977.33
 Less Crew Space 81.23
 Less Engine Room 952.45
 Register Tonnage as cut on Beam 1943.35

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 18.5
 DEPTH from upper part of Keel to top of Upper Deck Beams 30.66
 GIRTH of Half Midship Frame (as per Rule) 44.42
 1st NUMBER 93.50
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 86.50
 LENGTH 367.17
 2nd NUMBER 343.50
 PROPORTIONS—Breadths to Length 9.92
 Depths to Length—Upper Deck to Keel 11.97
 Main Deck ditto 15.85

Built at Dumbarton
 When built 1875 Launched 4th Oct 1875
 By whom built W Denny & Co
 Owners British India S.N. Co Ltd
 and P Denny Dumbarton
 Port belonging to Glasgow
 Destined Voyage Indea
 and Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	367	17	Moulded	37		top of Floors to Upper Deck Beams	20	73	400		2	3
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length,	360.5		breadth,	37.3		depth,	20.9					
							20.5					
KEEL, depth and thickness	11	3	11	3								
STEM, moulding and thickness	11	3	11	3								
STERN-POST for Rudder do. do.	11	6	11	6								
for Propeller	11	6	11	6								
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	(Class 100A)									
FRAMES, Angle Iron, for 1/2 length amidships	5	3 1/2	5	3 1/2								
Do. for 1/2 at each end	5	3 1/2	5	3 1/2								
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	10	2 1/2	10								
thickness at the ends of vessel	1 1/2	0	1 1/2	0								
depth at 1/2 the half-bdth. as per Rule	1 1/2	0	1 1/2	0								
height extended at the Bilges	4/9		4/9									
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	7	7	7	7								
Single or double Angle Iron on Upper edge	4	4	4	4								
Average space	4	4	4	4								
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	9	9	9	9								
Single or double Angle Iron, on Upper Edge	3 1/2	3	3 1/2	3								
Average space	4	4	4	4								
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	9	9	9	9								
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2								
Average space	4	4	4	4								
KEELSONS Centre line, single or double plate, Box, or Intercoastal, Plates	23	14	23	14								
" Rider Plate	14 1/2	10	14	10								
" Ball Plate to Intercoastal Keelson	7	4	9	6 1/2	4 1/2	9						
" Angle Irons	7	4	9	6 1/2	4 1/2	9						
" Double Angle Iron Side Keelson	7	4	9	6 1/2	4 1/2	9						
" Side Intercoastal Plate	7	4	9	6 1/2	4 1/2	9						
" do. Angle Irons	7 1/2	4 1/2	9 1/2	6 1/2	4 1/2	9						
" Attached to outside plating with angle iron	3 1/2	3 1/2	0	3 1/2	3 1/2	0						
BILGE Angle Irons	7	4	9	6 1/2	4 1/2	9						
" do. Bulb Iron	9	9	9	9	9	9						
" do. Intercoastal plates riveted to plating for half length	10	10	10	10	10	10						
BILGE STRINGER Angle Irons	7	4	9	6 1/2	4 1/2	9						
Intercoastal plates riveted to plating for half length	12	10	11 1/2	10								
SIDE STRINGER Angle Irons												

Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied	36	13	36	13
in up. part of Bilge to lr. edge of Sh'rstrake	7	12		12
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake	50	12	as approved	
Up. or Spar Dk Sh'rstrake, brdth & thickness	50	13	as approved	
Butt Straps to outside plating, breadth & thickness	16 1/2	9 1/4	14	10
Lengths of Plating	6	10	16 1/2	9 1/4
Shifts of Plating, and Stringers	2	10	16 1/2	9 1/4
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	5 1/2	9	as approved	
Angle Iron on ditto	4	4	4	4
Tie Plates fore and aft, outside Hatchways	4	4	4	4
Diagonal Tie Plates on Beams No. of Pairs	4	4	4	4
Planksheer material and scantling	4 1/2			
Waterways do. do.	3			
Flat of Upper Deck do. do.	3			
How fastened to Beams	3			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	4 1/2	9	4 1/2	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4	4	4	4
Tie Plates, outside Hatchways	1 1/2	10	1 1/2	10
Diagonal Tie Plates on Beams, No. of pairs	3 1/2	6	as approved	
Waterways materials and scantlings	3 1/2			
Flat of Middle Deck do. do.	3 1/2			
How fastened to Beams	3 1/2			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	4 1/2	9	4 1/2	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4	4	4	4
Stringer or Tie Plates, outside Hatchways	1 1/2	9	1 1/2	9
Flat of Lower Deck	3			
Ceiling betwixt Decks, thickness and material	2 1/2	10	2 1/2	10
in hold do. do.	2 1/2	10	2 1/2	10
Main piece of Rudder, diameter at head	4 1/2			
do. at heel	4 1/2			
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 6 Thickness of	7			
Height up for engine & hold the rest to Md. after me				
How secured to sides of ship				
Size of Vertical Angle Irons	3 1/2	3 1/2	30	ins.
Are the outside Plates doubled two spaces of Frames in length?	Yes			

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Iron Patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Upper Dk Stringer Riveted through plates with 70 in. Rivets, about 5 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to above main deck and to Upper Deck 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 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 Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 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 below to Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
 Breadth of laps of plating in double riveting 5 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Part butts the rest double
 Waterway, how secured to Beams Butted bolts (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Ironed bracket knees No. of Breasthooks, Five Crutches, Three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild. For head & Clydesdale
 Manufacturer's name or trade mark, Messrs G. & H. Co. Clydesdale Barnsfield Stirling

The above is a correct description.
 Builder's Signature, J. Denny Surveyor's Signature, W. Denny
 Surveyor to Lloyd's Register of British and Foreign Shipping.

