

IRON SHIP.

15424

No. 4141 Survey held at *Dumbarton*

Date, First Survey 3rd June

Last Survey 15th November 1875

On the Ship *Duart-Bore*

Master *R. C. Millar*

TONNAGE under Tonnage Deck *861.10*

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at *Dumbarton*

861.10

SPAR, OR AWNING DECKED VESSEL.

When built *1873* Launched *2nd Nov*

67.29

HALF BREADTH (moulded) *16.416*

By whom built *A. McMillan & Son*

19.94

DEPTH from upper part of Keel to top of Upper Deck Beams *21.291*

Owners *Halford Cameron & Co.*

37.60

GIRTH of Half Midship Frame (as per Rule) *33.124*

Port belonging to *Glasgow*

37.60

1st NUMBER *70 832*

Destined Voyage *Dumb. Shanghai.*

986.01

1st NUMBER, if a THREE DECKED VESSEL

Surveyed while Building, Afloat, or in Dry Dock.

30.94

LENGTH *194*

935.77

2nd NUMBER *13741*

PROPORTIONS—Breadths to Length *3.9*

Depths to Length—Upper Deck to Keel *9.15*

Main Deck ditto

LENGTH on deck as per Rule *194* BREADTH—Moulded *21.29* DEPTH top of Floors to Upper Deck Beams *33.12* Power of Engines *2* Horse. N^o. of Decks with flat laid *2* N^o. of Tiers of Beams *2*

Dimensions of Ship per Register, length, *200.5* breadth, *33.15* depth, *19.2*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8x2 3/8</i>	<i>11x2 3/8</i>						
STEM, moulding and thickness	<i>7 1/2 x 2 3/8</i>	<i>7 1/4 x 2 3/8</i>						
STERN POST for Rudder do. do.	<i>7 1/4 x 2 3/8</i>	<i>7 1/4 x 2 3/8</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>						
FRAMES, Angle Iron, for 3/4 length amidships	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>						
Do. for 1/4 at each end	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>						
REVERSED FRAMES, Angle Iron	<i>3 x 3</i>	<i>3 x 3</i>						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>2 1/2</i>	<i>2 1/2</i>						
thickness at the ends of vessel	<i>11</i>	<i>10 1/2</i>						
depth at 3/4 the half-bdth. as per Rule	<i>3/4</i>	<i>3/4</i>						
height extended at the Bilges	<i>4 1/2</i>	<i>4 1/2</i>						
BEAMS, Upper, Spar, or Awning Deck	<i>4 1/2 x 7</i>	<i>4 1/2 x 7</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 x 3</i>	<i>3 x 3</i>						
Single or double Angle Iron on Upper edge	<i>46</i>	<i>46</i>						
Average space	<i>46</i>	<i>46</i>						
BEAMS, Main, or Middle Deck	<i>8</i>	<i>8</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 x 3</i>	<i>3 x 3</i>						
Single or double Angle Iron on Upper Edge	<i>46</i>	<i>46</i>						
Average space	<i>46</i>	<i>46</i>						
BEAMS, Lower Deck, Hold, or Orlop	<i>8</i>	<i>8</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 x 3</i>	<i>3 x 3</i>						
Single or double Angle Iron on Upper Edge	<i>46</i>	<i>46</i>						
Average space	<i>46</i>	<i>46</i>						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>14</i>	<i>14</i>						
Rider Plate	<i>10 1/2</i>	<i>10 1/2</i>						
Double Angle Iron Side Keelson	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
Side Intercoastal Plate	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
Angle Irons	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
Attached to outside plating with angle iron	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
BILGE Angle Irons	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
do. Bulb Iron	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
do. Intercoastal plates riveted to plating for length	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
BILGE STRINGER Angle Irons	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
Intercoastal plates riveted to plating for length	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						
SIDE STRINGER Angle Irons	<i>5 x 3 1/2</i>	<i>5 x 3 1/2</i>						

Transoms, material. Knight-heads. Hawse Timbers. *Iron & Wood Chocks*
Vindlass *Iron Patent* Pall *Kitt*

The FRAMES extend in one length from *Keel* to *deck Stringers*
The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *also from deck 8'10"* and to *4'10" String* 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 1/2* in. diameter, averaging *3 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* ins. from centre to centre.

Butts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/2* 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 1/4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/4* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length amidships.*

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length.*

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Just treble Sheerstrake double*

Waterway, how secured to Beams *Intact & stationary* (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? *Enged bracket knees* No. of Breasthooks, *from* Crutches, *three*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Coast Beth Glasgow Best and*
Manufacturer's name or trade mark, *Coast Beth Glasgow Best F.H. & Co.* *Existed*

The above is a correct description.
Builder's Signature, *A. McMillan* Surveyor's Signature, *A. McMillan*
Surveyor to Lloyd's Register of British and Foreign Shipping.
180464-0064

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed where practicable*
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 at corners of butts*

Masts, Bowsprit, Yards, &c., are *Iron* 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

Foremast 72' x 27" for plates in the round 7 1/2" thick. Mizen 3 plates in the round 6 1/2" thick. Butts double riveted edges.
Mainmast 73' 6" x " fore plates in the round 7 1/2" thick. Butts double riveted edges.
Mizen 60' 3" x 24 1/2" fore plates in the round 7 1/2" thick. Butts double riveted edges.
Bowsprit 35' 6" x 26" fore plates in the round 7 1/2" thick. Butts double riveted edges.
Iron Glasgow built

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	Chain								
1	Fore Sails,					Drop Bowers	2220	20.0.24	27.3.3.7	27 1/2	26 10/20
2	Fore Top Sails,					LPHT. dated 27.10.75	2227	26.3.6	26.4.2.25	27 1/2	26 10/20
3	Fore Topmast Stay Sails					LPHT. dated 26.10.75	2211	24.2.14	24.3.1.21	23 1/2	23 10/20
4	Main Sails,					LPHT. dated 10.10.75					
5	Main Top Sails,					Stream		11.0.0		5 1/2	
6	and					Kedges		5.2.6		2 1/2	

Standing and Running Rigging *is true for ship* sufficient in size and *good* in quality. She has *one life* Long Boat and *three* other The Windlass is *iron* Capstans *2* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *How secured in ordinary 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? *3 ports 4 scuppers and 2 mooring pipes on each side*

Cargo Hatchways.—How formed? *Iron Coamings*

State size Main Hatch *13' 6" x 9' 2"* Fore hatch *4' 10" x 6"* Quarter hatch *4' 6" x 5' 10"*

If of extraordinary size, state how framed and secured? *Iron shifting beam fitting into slot plates in coamings*

What arrangement for shifting beams? *What arrangement for shifting beams?*

Hatches, If strong and efficient? *Strong hatches*

Order for Special Survey No. <i>474</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	June 3, 14, 17, 21, 24, 28, July 1, 5, 8, 12, 26, 29, Aug 2, 5, 9
Date <i>April 19/75</i>	2nd. On the plating during the process of riveting	12, 16, 19, 30 Sept 2, 7, 9, 13, 16, 20, 23, 27, 30
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid...	6th 4, 8, 11, 14, 18, 25, Nov 1, 4, 8, 11, 15, 18, 22, 25
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>100</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *The Workmanship is good she is built in accordance with the accompanying approved midship section -*

She is a *34/-* *33/-* *house 36' 6" x 12' 2"*
State if one, two, or three, decked vessel, or if open, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *+100A1 2 Decks*

The amount of the Entry Fee ... £ *5* : : : is received by me, *HS.*
Special ... £ *46* : *16* : *18th Nov 1875*
Certificate ... *Gratis*

(Travelling Expenses, if any, £ *7* : *7* : *0*.)
Committee's Minute *23rd November 1875*

Character assigned *100A1*

BM *100A1* *HS.*

Lloyd's Register