

IRON SHIP

No. 41 Survey held at Malmö Date, First Survey 17th August 1874 Last Survey 30th August 1875

On the Screw Steamship "Dana" Yard Number 7 Master Mr. Mortensen

TONNAGE under Deck 681.36 ONE OR TWO DECKED, THREE DECKED VESSEL ONE OR TWO DECKED

Ditto of Third, Spar, or Awaiting Deck 330.78 SPAR, OR AWNING DECKED VESSEL SPAR

Ditto of Poop, or Raised Qr. Dk. 13.38 HALF BREADTH (moulded) 15.00

Ditto of Hatches on Deck 1025.52 DEPTH from upper part of Keel to top of Upper Deck Beams 16.75

Gross Tonnage 1025.52 GIRTH of Half Midship Frame (as per Rule) 28.00

Less Crew Quarters 13.71 1st NUMBER 59.75

Less Engine Room 328.17 1st NUMBER, if a THREE-DECKED VESSEL deduct 1/2 feet 209.00

Register Tonnage as cut on Beam 643.100 LENGTH 12.487

PROPORTIONS—Breadths to Length under 7

Depths to Length—Upper Deck to Keel 859

Main Deck ditto 12513

Built at Malmö (Sweden)

When built 1874-75 Launched 1875

By whom built Rocking, meenestad, Werkstad

Owners Steam Company "Dana"

Port belonging to Elsinore

Destined Voyage England

If Surveyed while Building, Afloat, or in Dry Dock on Dock & repair Water

LENGTH on deck as per Rule 209 0 BREADTH—Moulded... 30 0 DEPTH top of Floors to Upper Deck Beams 22 9 Do. do. Main Deck Beams 15 3 Power of Engines 100 Horse. 100 No. of Decks with flat laid 2 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, breadth, depth,

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8				
STEM, moulding and thickness	7 x 2 3/8	7 x 2 3/8				
STERN-POST for Rudder do. do.	8 x 4 1/4	7 x 4 3/4				
for Propeller	8 x 4 1/4	7 x 4 3/4				
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22				
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3	3 1/2 x 3				
Do. for 1/2 at each end	3 1/2 x 3	3 1/2 x 3				
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17 1/2 x 7	17 1/2 x 7				
thickness at the ends of vessel	6	6				
depth at 3/4 the half-bdth. as per Rule	8 3/4	8 3/4				
height extended at the Bilges	35	35				
BEAMS, Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Buttally beams bulb 5 1/2 x 5	double angles 2 1/2 x 2 1/2				
Single or double Angle Iron on Upper edge	7 1/2 x 3 1/2	2 1/2 x 2 1/2				
Average space	every second frame	3 frames				
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Buttally beams bulb 7 1/2 x 7	double angles 3 1/2 x 3 1/2				
Single, or double Angle Iron, on Upper Edge	T 7 x 5	2 1/2 x 5				
Average space	every second frame	3 frames				
BEAMS, Lower Deck, Hold or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Buttally beams bulb 7 1/2 x 7	double angles 3 1/2 x 3 1/2				
Single, or double Angle Iron, on Upper Edge	T 7 x 5	2 1/2 x 5				
Average space	every fourth frame	3 frames				
KEELSONS Centre line, single or double plate, Intercoastal Plates	12 x 7	9 x 7				
Bulb Plate to Intercoastal Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2				
Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2				
Double Angle Iron Side Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2				
Side Intercoastal Plate	3 x 2 1/2	3 x 2 1/2				
do. Angle Irons	3 x 2 1/2	3 x 2 1/2				
Attached to outside plating with angle iron	3 x 3	3 x 3				
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2				
do. Bulb Iron	7 1/2 x 7	7 1/2 x 7				
do. Intercoastal plates riveted to plating for length						
EDGE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2				
Intercoastal plates riveted to plating for length						
IDE STRINGER Angle Irons						
ransoms, material. Knight-heads. Hawse Timbers.						
indlass <u>Linum & Walkers</u> Pall Bitt						

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 2

Tie Plates, outside Hatchways 3 1/2 x 3 1/2 x 7

Diagonal Tie Plates on Beams, No. of pairs 10

Waterways materials and scantlings gutter

Flat of Middle Deck do. 3 1/2

How fastened to Beams galvanized screw bolts

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 26 x 7

Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. 2

Stringer or Tie Plates, outside Hatchways 3 1/2 x 3 1/2 x 7

Flat of Lower Deck 3 1/2 x 3 1/2 x 7

Ceiling betwixt Decks, thickness and material in hold do. 2 1/2

Main piece of Rudder, diameter at head 5 at heel 3

Can the Rudder be unshipped afloat? yes

Bulkheads No. 5 Thickness of 6 x 5

Height up foremast to Spardeck, remainder to maindeck

How secured to sides of ship

Size of Vertical Angle Irons 3 x 3 x 6 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? yes

The FRAMES extend in one length from keel to Spardeck Riveted through plates with 3/4 in. Rivets, about 6 1/4 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to lower deck and to main deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? And butts properly shifted?

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 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 1/8 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 3/4 in. diameter, averaging 3 1/8 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 1/2 length amidships. Butts of Lower Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 5/8

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? 3/5 of length

Waterway, how secured to Beams with galvanized bars (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? turned down knees No. of Breasthooks, 5 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? British iron with exception of as noted in Margin &c.

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Johannes Ap. S. Surveyor's Signature, T. J. Pedrine

IRON 464-0286

Workmanship. Are the butts of plating planed or otherwise fitted? blended 15587 Iron
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? solid plates extending from plate edge to plate edge
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

Masts, Bowsprit, Yards, &c., are rich pine masts in sound 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 Main mast 68 ft x 18 inch - Fore Mast 75 ft x 18 inch

Prigg Two mast Schooner with square foretop and fitted topmast

NUMBER for EQUIPMENT 5360		Fathoms.	Inches.	Test per Certificate.	Is. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.										
1	Fore Sails,	Chain ...	240	17 1/6		37 8 -	Bowers ...	2	18-0-21	19-4-1	15-33	19 tons
1	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)	90	15			(Machine where Tested, date, and name of Superintendent.)	1	16-1-14	17-11-0		
1	Fore Topmast Stay Sails	Hempen Stream	90	9			Stream ...	1	Sup		8 clw	
	Main Sails,	Cable	90	5 1/2							4 clw	
	Main Top Sails,	Hawser ...									2 clw	
	and	Towlines										
		Warp ...										
		quality										

Standing and Running Rigging running Rigs sufficient in size and good in quality. She has 2 Long Boats and 1 19 ft x 15 ft

The Windlass is Iron London Patent Capstan and Rudder 3 Pumps 3 Deck pumps

Engine Room Skylights. How constructed? Iron house of sheet iron How secured in ordinary weather? Skylights are top

What arrangements for deadlights in bad weather? Iron covers

Coal Bunker Openings. How constructed? Iron How are lids secured? hatches to bottom Height above deck? 6 1/2

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

Cargo Hatchways. How formed? Iron comings revelled down to beams 16" deep on spar 12" on main deck

State size Main Hatch Span deck 25-8 x 9-9 Fore hatch Span deck 10-6 x 8-9 Quarter hatch Span deck 14-0 x 8-9

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? 2 shifting beams in main Hatch and 1 in quarter hatch

Hatches, If strong and efficient? yes

Order for Special Survey No. _____ DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date 10th August - 74 Surveys held 2nd. On the plating during the progress of riveting
Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid
Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 7 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,
Spar decked Vessel with waterballast tank forward of engine room
33 ft long to lower deck.
distance from stem to collision bulkhead - 13-3 in way of tank top
do in collision to foremast Tank bulkhead - 69-0 in way of tank top
do in Tank to foremast engine room - 33-0 in way of tank top
do in foremast to aftermost engine room - 34-9 in way of tank top
do in aftermost engine room bulkhead to stuffing box - 42-0 in way of tank top
do in from stuffing box bulkhead to stern post - 16-6 in way of tank top

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cemented - 3 coats of paint Outside 4 coats of oil paint

I am of opinion this Vessel should be Classed 90 A 1

The amount of the Entry Fee 5: 0: 0 is received by me,
1000 hours and 25 1/2 x 26 in Special 50: 12: 9
Certificate 0: 5: 0 Sh. L. Palmer

(Travelling Expenses) £ 55- 17- 9d

Committee's Minute 7th January 18

Character assigned 90 A 1

7/1/76 TRM 2 Dts 3 top Bowsprit part double Bottom