

IRON SHIP.

15690

Rev 20/1/76

Survey held at Glasgow Date, First Survey 16th March 1875 Last Survey 18th January 1876

In the S.S. "Dunrobin Castle"

Master Hawson

TONNAGE under Tonnage Deck 1917.76
 Ditto of Third, Spar, or Awning Deck 819.16
 Ditto of Poop, or Raised Or. Dk. 2736.92
 Ditto of Houses on Deck 74.14
 Ditto of Forecastle -
 Gross Tonnage 2811.06
 Less Crew Space 118.00
 Less Engine Room 899.54
 Net Tonnage 1793.52
 as cut on Beam 1793.52

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 19.00
 DEPTH from upper part of Keel to top of Upper Deck Beams 30.50
 GIRTH of Half Midship Frame (as per Rule) 44.33
 1st NUMBER 93.83
 1st NUMBER, if a THREE-DECKED VESSEL 86.83
 LENGTH 340.16
 2nd NUMBER 29536
 PROPORTIONS—Breadths to Length 8.9
 Depths to Length—Upper Deck to Keel 11.15
 Main Deck ditto 14.9

Built at Glasgow
 When built 1875 Launched 13th Nov
 By whom built R. Napier & Sons
 Owners D. Currie & Co.
 Port belonging to London
 Destined Voyage Cape Mail Steamer
 and
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 340 Feet. 2 Inches. BREADTH—Moulded 38 Feet. - Inches. DEPTH top of Floors to Upper Deck Beams 28 Feet. 5 Inches. Do. do. Main Deck Beams 20 Feet. 8 Inches. Power of Engines 300 Horse. N^o. of Decks with flat laid Three N^o. of Tiers of Beams Three

Inches in Ship.			Inches per Rule.		
Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
per Rule	per Rule	per Rule	per Rule	per Rule	per Rule
KEEL, depth and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
STEM, moulding and thickness	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4	11 x 2 3/4
STERN-POST for Rudder do. do.	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2
for Propeller	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2	11 x 5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2
Do. for 1/2 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 x 10	25 x 10	25 x 10	25 x 10	25 x 10
thickness at the ends of vessel	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
depth at 1/2 the half-bdth. as per Rule	Twice	Twice	Twice	Twice	Twice
height extended at the Bilges	Twice	Twice	Twice	Twice	Twice
BEAMS, Upper, Spar, or Awning Deck	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Average space	48	48	48	48	48
BEAMS, Main, or Middle Deck	9 x 9	9 x 9	9 x 9	9 x 9	9 x 9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Average space	48	48	48	48	48
BEAMS, Lower Deck, Hold, or Orlop	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
Average space	48	48	48	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	26 1/4 x 14	26 1/4 x 14	26 1/4 x 14	26 1/4 x 14	26 1/4 x 14
Rider Plate	14 x 14	14 x 14	14 x 14	14 x 14	14 x 14
Bulb Plate to Intercostal Keelson	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Double Angle Iron Side Keelson	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Side Intercostal Plate, Bulb 9 1/2 x 9 1/2 length	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
do. Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Attached to outside plating with angle iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
do. Bulb Iron	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9	9 1/2 x 9
do. Intercostal plates riveted to plating for 3 1/2 length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE STRINGER Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Intercostal plates riveted to plating for 3 1/2 length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
SIDE STRINGER Angle Irons	-	-	-	-	-

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

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Main Deck and to upper deck and lower deck

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 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or treble riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or treble 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 1/2 length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or treble Riveted? Yes
 Waterway, how secured to Beams Nut & Screw bolts (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? By knees running down No. of Breasthooks, 6 No. of Crutches, 5
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, Angels and Bulb bars, Phoenix, Mossend and Coats
Plates—Gossett, & Fox Head & Co.
 The above is a correct description
 Builder's Signature R. Napier & Sons Surveyor's Signature, Saml. Lapham
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 464-0437

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

Masts, ~~Bowsprit~~, Yards, &c., are all 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

Two masts. Brig Rigged
Brand. B. Consett Fore Mast 94.2 x 28-19-21 } Three plates in circle 7/16 double riveted edges
Main " 84.6 x 28 x 19-24 1/2 } double and treble riveted butts, doubled at
and Top Mast & C. } parts.
Yards } 66.0 x 16 1/2 Three plates in circle 5/16 doubled at shigs, doubled riveted
Fore & Main } caps, treble and double riveted butts.

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES &c.	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.	W'ght req'd per Rule.	Test req'd per Rule.
One suit-	Fore Sails,	Chain	301	2 1/16	46 10/20	300-1 1/8	67 1/2	Bowers	1	40.1.9	36	36 1/2	33 8/20
	Fore Top Sails,	Chain	107 20						1	40.1.16	36 1/2	36 1/2	33 8/20
	Fore Topmast Stay Sails	Hemp Strm Cbl	90	1 3/16		90-1 1/4	12 1/2	Stream	1	34.2.10	32.1.2	31	29 7/20
	Main Sails,	Hawser	90	1 1/8		90-12		Kedges	1	15.1.24	14.10.3.0	14	
	Main Top Sails,	Towlines	180	6		90-8			1	7.2.16		7 1/2	
and		Warp	90	5 1/2					1	3.3.6		3 1/2	
		quality	180	4 1/2									

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has Eight Long Boats and 4 fitted with buoyancy

The Windlass is Napiers Patent, Good Capstan Good and Rudder Good Pumps Good and efficient

Engine Room Skylights. How constructed? Plate & Angle iron How secured in ordinary weather? Brass Quadrants

What arrangements for deadlights in bad weather? Thick glass and brass bars, with Paulines on top of House 7 ft

Coal Bunker Openings. How constructed? Circular Castings How are lids secured? Locked Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Flush deck, 5 scuppers each side

Cargo Hatchways. How formed? Plate and angle iron

State size Main Hatch 16' x 10' Forehatch 12' x 10' Quarterhatch 10' x 8'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No. 144 Date March 9/75
Order for Ordinary Survey No. 346 Date March 9/75
DATES of Surveys held while building as per Section 18:
1st. On the several parts of the frame, when in place, and before the plating was wrought } 1875- March 16th, 24th, April 6, 15, 23, 27, 28
2nd. On the plating during the process of riveting } May 1, 5, 6, 8, 11, 18, 21, 24, 25, June 2, 8, 11,
3rd. When the beams were in and fastened, } June 25, July 1, 5, 10, 27, 30, Augt, 3, 9, 12
4th. When the ship was complete, and before the } Augt 18, 24, 27 Sept 1, 4, 8, 14, 17, 21
plating was finally coated or cemented.. } Sept 27, Oct 4, 9, 11, 20, 27, 29, Nov 11
5th. After the ship was launched and equipped } Nov 13, 25 Dec 1, 4, 13, 23, 29, 1876, Jan 6
Jan 12, 18th.

General Remarks (State quality of workmanship, &c.)

The workmanship is of good quality— Built in accordance with the Sketch of Midship Section, and that of the Securities in Engine and Boiler spaces, herewith, approved respectively in Secretary's Letters of 27th Jan'y, and 24th April 1875, and in general conformity with the Rules with a view to the grade contemplated.

Enclosures on Deck— Saloon Sky-light, Captain's Room & Four state rooms 36' x 12'

Saloon Companion 13' x 9'

Engine Room Sky-light, Boiler casing, Stove-hole grating } 9'2' x 11'

Galley and Officers Rooms

Wings— Engineers & Officers Cabins & Mess-room, Butchery } 6'4' x 11'

Baths, W.C., Smoking Room lamp-rooms &c.

Anchor Deck 24'6" long x 3'3" above deck

State if one, two, or three, decked vessel, or if spar, 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 100 A 1 "Three decked Rule"

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

Special ... £ 93 : 8 : 6 Jan'y 19th 1876

Certificate ... Grater

(Travelling Expenses, if any, £)

Committee's Minute 21 January 1876

Character assigned 100 A 1

Dr. Dks 100 A 1 100 A 1 100 A 1

