

# IRON SHIP.

No. 3984 Survey held at Inverkeithing Date, First Survey 25<sup>th</sup> May 1875 Last Survey 25<sup>th</sup> Oct. 1875

On the Screw Steamer "Dugore" Master George H. Baum

<b>TONNAGE</b> under Tonnage Deck <u>1138.25</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL.</b>	<b>Built at</b> <u>Inverkeithing</u>
<b>SPAR, OR AWNING DECKED VESSEL.</b>	<b>HALF BREADTH</b> (moulded)... <u>14.5</u>	<b>When built</b> <u>1875</u> <b>Launched</b> <u>13<sup>th</sup> Dec 1875</u>
<b>DEPTH</b> from upper part of Keel to top of Upper Deck Beams <u>22.57</u>	<b>GIRTH</b> of Half Midship Frame (as per Rule) <u>33.55</u>	<b>By whom built</b> <u>John Scott &amp; Sons</u>
<b>1st NUMBER</b> <u>70.62</u>	<b>1st NUMBER, if a THREE DECKED VESSEL</b> <u>70.62</u>	<b>Owners</b> <u>Wm. Fraser</u>
<b>Gross Tonnage</b> <u>1166.56</u>	<b>LENGTH</b> <u>246</u>	<b>Port belonging to</b> <u>Leith</u>
<b>Less Crew Space</b> <u>343.30</u>	<b>2nd NUMBER</b> <u>17312</u>	<b>Destined Voyage</b> <u>London</u>
<b>Less Engine Room</b> <u>743.26</u>	<b>PROPORTIONS</b> —Breadths to Length <u>under 8 1/2</u>	<b>If Surveyed while Building, Afloat, or in Dry Dock.</b> <u>Whilst Building &amp; afloat</u>
<b>Register Tonnage as out on Beam</b> <u>743.26</u>	<b>Depths to Length</b> —Upper Deck to Keel <u>under 11</u>	
	<b>Main Deck ditto</b> <u>—</u>	

<b>LENGTH</b> on deck as per Rule <u>246</u>	<b>BREADTH</b> Moulded... <u>29</u>	<b>DEPTH</b> top of Floors to Upper Deck Beams <u>20</u>	<b>Power of Engines</b> <u>98</u>	<b>Horse.</b> <u>98</u>	<b>No. of Decks with flat laid</b> <u>one</u>	<b>No. of Tiers of Beams</b> <u>two</u>
Dimensions of Ship per Register, length, <u>246.3</u> breadth, <u>29.2</u> depth, <u>20.4</u>						
<b>KEEL</b> , depth and thickness <u>Flat</u>	<b>STEM</b> , moulding and thickness <u>8 1/2 x 2 1/2</u>	<b>STERN-POST</b> for Rudder do. do. <u>8 1/2 x 5</u>	<b>Distance of Frames</b> from moulding edge to moulding edge, all fore and aft <u>24 in</u>	<b>FRAMES</b> , Angle Iron, for 1/2 length amidships Do. for 1/2 at each end <u>4 1/2 x 3</u>	<b>REVERSED FRAMES</b> , Angle Iron <u>4 1/2 x 3</u>	<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships <u>2 1/2</u>
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron <u>3 x 3</u>	<b>BEAMS</b> , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron <u>3 x 3</u>	<b>BEAMS</b> , Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron <u>3 x 3</u>	<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, plates <u>2 1/2</u>	<b>BILGE</b> Angle Irons <u>5 x 4</u>	<b>BILGE STRINGER</b> Angle Irons <u>5 x 4</u>	<b>SIDE STRINGER</b> Angle Irons <u>5 x 4</u>
<b>Transoms</b> , material. Knight-heads. Hawse Timbers. <u>—</u>	<b>Windlass</b> <u>Reaper's Patent</u>	<b>Pall Bitt</b> <u>—</u>	<b>FRAMES</b> extend in one length from <u>Middle line</u> to <u>upper deck</u>	<b>REVERSED ANGLE IRONS</b> on floors and frames extend <u>from middle line to hold beams</u>	<b>KEELSONS</b> . Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>	<b>PLATING</b> . Garboard, double riveted to Keel, with rivets <u>1</u> in. diameter, averaging <u>4 1/2</u> ins. from centre to centre.
<b>Edges of Garboards</b> and to upper part of Bilge, worked clencher, double riveted; with rivets <u>1/8</u> in. diameter, averaging <u>3 3/4</u> ins. from centre to centre.	<b>Butts from Keel to turn of Bilge</b> , worked carvel, double riveted; with rivets <u>1/8</u> in. diameter averaging <u>4</u> ins. from centre to centre.	<b>Butts of Three Strakes</b> at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than the plates they connect.	<b>Edges from Bilge to Main Sheerstrake</b> , worked clencher, double or single riveted; with rivets <u>1/8</u> in. diameter, averaging <u>3 1/2</u> ins. from cr. to r.	<b>Butts from Bilge to Main Sheerstrake</b> , worked carvel, double riveted; with rivets <u>1/8</u> in. diameter, averaging <u>4 1/2</u> ins. from cr. to r.	<b>Edges of Main Sheerstrake</b> , double or single riveted.	<b>Butts of Main Sheerstrake</b> , treble riveted for <u>1/2</u> length amidships.
<b>Butts of Main Stringer Plate</b> , treble riveted for <u>1/2</u> length amidships.	<b>Butts of Upper or Spar Stringer Plate</b> , treble riveted for <u>1/2</u> length amidships.	<b>Breadth of laps of plating</b> in double riveting <u>5 3/4 x 4 3/4</u>	<b>Butt Straps of Keelsons, Stringer and Tie Plates</b> , treble, double or single Riveted? <u>Treble &amp; double</u>	<b>Waterway</b> , how secured to Beams <u>(Explain by Sketch, if necessary.)</u>	<b>Beams of the various Decks</b> , how secured to the sides? <u>Welded lines &amp; riveted to frames</u>	<b>What description of Iron</b> is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Best</u>
<b>Manufacturer's name or trade mark</b> , <u>James &amp; other angle iron</u>	<b>Plates</b> <u>Consett</u>	<b>The above is a correct description</b>	<b>Surveyor's Signature</b> , <u>John Scott &amp; Sons</u>	<b>Surveyor to Lloyd's Register of British and Foreign Shipping</b>		



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, and equal to the thickness of plating above them.  
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 in butts. 17298 Iron

Masts, Bowsprit, Yards, &c., are Iron Wood 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 Fore Mast 20 dia, Partners Cap 40ft. Below deck 21" 6

17372 11579 18529 wh 7 Inam - - 20 - - 5 - - 44ft - - - - 13.0

Each mast is composed of three plates in the round, without angle irons. Plates 6 1/2 x 5 1/2 thick. Edges double riveted. Butts bebb riveted

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> 1	SAILS.	CABLES, &c.		43 3/4	270-1 1/2	43 3/4	Bowers	1 <sup>st</sup>	24-0-4	23-19-2	23-2-0	23-10-0
	Fore Sails,	Chain						2 <sup>nd</sup>	23-3-11	23-18-2	23-2-0	23-10-0
	Fore Top Sails,	R. Burdell Low Walker.						3 <sup>rd</sup>	20-0-21	20-19-1	20-0-0	20-0-0
	Fore Topmast Stay Sails	18th Feb 1876.							68-0-8		67-0-0	
	Main Sails,	Hamp Strm Cbl										
	Main Top Sails,	Hawser ...										
	Main Top Sails,	Towlines ...										
	Main Top Sails,	Warp ...										
	Main Top Sails,	quality										
	N <sup>o</sup> 2	SAILS.	CABLES, &c.					43 3/4	270-1 1/2	43 3/4	Stream	1 <sup>st</sup>
Fore Sails,		Chain		2 <sup>nd</sup>	5-0-6		5-0-0					
Fore Top Sails,		R. Burdell Low Walker.		3 <sup>rd</sup>	2-2-2		2-2-0					
Fore Topmast Stay Sails		18th Feb 1876.										
Main Sails,		Hamp Strm Cbl										
Main Top Sails,		Hawser ...										
Main Top Sails,		Towlines ...										
Main Top Sails,		Warp ...										
Main Top Sails,		quality										