

IRON SHIP. 1801

No. 4042 Survey held at Dundee Date, First Survey 15th Nov 76 Last Survey 21st March 1877
 On the S.S. "Bonnie Dundee" Master Foreman

| | | | |
|---------------------------------------|--------|--|---|
| TONNAGE under Tonnage Deck | 165.77 | ONE, OR TWO DECKED, THREE DECKED VESSEL. | Built at <u>Dundee</u> |
| Ditto of Third, Spar, or Awning Deck. | | SPAR, OR AWNING DECKED VESSEL. | When built <u>76-77</u> Launched <u>2nd Mar 77</u> |
| Ditto of Poop, or Raised Qr. Dk. | 21.02 | HALF BREADTH (moulded) | By whom built <u>Gourlay Bros & Co</u> |
| Ditto of Houses on Deck | 1.42 | DEPTH from upper part of Keel to top of Upper Deck Beams | Owners <u>G. W. Nicoll & Co</u> |
| Ditto of Forecastle | 5.17 | GIRTH of Half Midship Frame (as per Rule) | Port belonging to <u>Dundee</u> |
| Gross Tonnage | 193.38 | 1st NUMBER | Destined Voyage <u>Adney</u> |
| Less Crew Space | 10.26 | 1st NUMBER, for THREE DECKED VESSEL | If Surveyed while Building, Afloat, or in Dry Dock. |
| Less Engine Room | 61.88 | LENGTH | <u>While building & afloat.</u> |
| Register Tonnage as cut on Beam | 121.24 | 2nd NUMBER | |
| | | PROPORTIONS—Breathths to Length | |
| | | Depths to Length—Upper Deck to Keel | |
| | | Main Deck ditto | |

| | | | | | | | | | | | |
|----------------------------|-----|-----------------|----|---|----|------------------|----|-------|----|-----------------------------|-----|
| LENGTH on deck as per Rule | 129 | BREADTH—Moulded | 19 | DEPTH top of Floors to Upper Deck Beams | 9 | Power of Engines | 40 | Horse | 40 | No. of Decks with flat laid | one |
| | | | | Do. do. Main Deck Beams | 11 | | | | | No. of Tiers of Beams | one |

Dimensions of Ship per Register, length, 130.3 breadth, 19.0 depth, 9.9

| | Inches in Ship | | Inches per Rule | | Class |
|--|----------------|--------|-----------------|--------|---------------------|
| | Inches | Inches | Inches | Inches | |
| KEEL , depth and thickness <u>Flat keel plate. See opposite</u> | | | | | |
| STEM , moulding and thickness | 6 x 1 1/4 | | 6 x 1 1/4 | | |
| STERN-POST for Rudder do. do. | 6 x 2 1/2 | | 6 x 2 1/2 | | |
| for Propeller | " " | | " " | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 20 | | 20 | | (Class <u>90A</u>) |
| FRAMES , Angle Iron, for 1/2 length amidships | 3 2 1/2 | 5 | 3 2 1/2 | 5 | |
| Do. for 1/4 at each end | " " | " " | " " | " " | |
| REVERSED FRAMES , Angle Iron | 2 1/2 | 2 1/2 | 4 | 2 1/2 | 4 |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships | 1 1/2 x 5 | | 1 1/2 x 5 | | |
| thickness at the ends of vessel | 2 1/2 x 6 | | 2 1/2 x 6 | | |
| depth at 3/4 the half-bdth. as per Rule | 6 | 5 | 5 3/4 | 5 | |
| height extended at the Bilges | 24 | | 23 | | |
| BEAMS, Upper, Spar, or Awning Deck | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | 5 | 3 | 7 | 5 | 3 |
| Single or double Angle Iron on Upper edge | | | | | |
| Average space | 40 ins | | 40 ins | | |
| BEAMS, Main, or Middle Deck | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | |
| Single, or double Angle Iron, on Upper Edge | | | | | |
| Average space | | | | | |
| BEAMS, Lower Deck, Hold, or Orlop | | | | | |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | | | | | |
| Single or double Angle Iron on Upper Edge | | | | | |
| Average space | | | | | |
| KEELSONS Centre line, single or double plate, box, or Intercostal, Plates | | 5 | | 5 | |
| " Rider Plate | | | | | |
| " Bulb Plate to Intercostal Keelson | 7 | 7 | 7 | 7 | |
| " Angle Irons | 3 | 3 | 6 | 3 | 6 |
| " Double Angle Iron Side Keelson | | | | | |
| " Side Intercostal Plate | | | | | |
| " do. Angle Irons | | | | | |
| " Attached to outside plating with angle iron | | | | | |
| BILGE Angle Irons | 3 | 3 | 6 | 3 | 6 |
| " do. Bulb Iron | 5 | 5 | 5 | 5 | 5 |
| " do. Intercostal plates riveted to plating for length | for 1/2 | | for 1/2 | | |
| BILGE STRINGER Angle Irons | | | | | |
| Intercostal plates riveted to plating for length | | | | | |
| SIDE STRINGER Angle Irons | 3 | 3 | 6 | 3 | 6 |
| Transoms, material. Knight-heads. Hawse Timbers. | | | | | |
| Windlass <u>Iron. Harfuld and Birkbeck Patent.</u> | | | | | |

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper part of bilge and to upper part of bilge 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 3/4 in. diameter, averaging 3 3/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/4 ins. from centre to centre.

Butts of One Strake at Bilge for 1/2 length, double riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ✓ length amidships.

Butts of Main Stringer Plate, double riveted for 1/2 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 2 1/4.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? ✓

Waterway, how secured to Beams (Butter) (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Solid welded knees. No. of Breasthooks, one Crutches, one.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good.

Manufacturer's name or trade mark, all plates from Newcastle and all angles & bulbs from Newcastle

The above is a correct description.

Builder's Signature, James Brown Surveyor's Signature, J. H. Dunsmuir
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON-TO-OLDS

