

IRON OR STEEL SHIP.

(Received at London Office, 1890)

108

259

No. 108 Survey held at Middlebrough Date, First Survey Nov. 18th 89 Last Survey June 20th 1890 Port of Middlebrough

On the Steel Screw Steamer DOLORES Rig Schooner 2 Masts. Master Wood

Tonnage under Tonnage Deck	1641.47
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awaiting Dk.	8.42
Total under Upper Dk.	
Do. of Poop	65.78
Do. of Raised Or. Dk.	90.57
Do. of Bridge House	307.49
Do. of Houses on Deck	6.00
Do. of excess of Hatchways	22.50
Do. of Forecastle	45.90
Gross Tonnage	2188.07
Less Crew Space	66.04
Less Engine Room	700.18
Register Tonnage as out on Beam	1405.16

Half Breadth (moulded)	19.42
Depth from upper part of Keel to top of Upper Deck Beams	22.08
Girth of Half Midship Frame (as per Rule)	37.87
1st Number	79.37
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	275.5
2nd Number	21866
Proportions— Breadths to Length	7.09
Depths to Length— Upper Deck to Keel	12.47
Main Deck ditto	

Year of appointment (1) As master in service of owner of present vessel.—18 (2) As master of this vessel.—18

Built at Middlebrough

When built 1889.90 Launched Apr. 19th 90

By whom built Raylton Discm Co

Owners W. D. D. & Co

Managers Buenos Ayres E. Southern

Residence London

Port belonging to London

Destined Voyage River Plate.

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	275 6	BREADTH— Moulded	38 10	DEPTH top of Floors to Upper Deck Beams	20 1	Power of Engines	200	No. of Decks with flat laid	1
Dimensions of Ship per Register, length, 277.0		breadth, 39.0		depth, 18.2		Moulded depth 21.3		No. of Tiers of Beams	1 inch.

KEEL, depth and thickness	Inches in Ship	Inches per Rule	Flat Keel Plates, breadth and thickness	Inches in Ship	Inches per Rule
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	PLATES in Garboard Strakes, br'dth & thickness	36	16
STERN-POST for Rudder do. do.	10 x 6	10 x 6	From Garboard to upper part of Bilges	36	12
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Of d'bling at Bilge, or increased thickness, and length applied	12	12
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8	From upper part of Bilge to l.r. edge of Sh'rstrake	11	11
Do. for 1/4 at each end	5 3 7	5 3 7	Main Sheerstrake, breadth and thickness	42	15
REVERSED FRAMES, Angle Iron	3 2 3 8	3 2 3 8	Of d'bling at Sh'stk. & lng. applied	11	11
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	10	From Main to Upper Spar Dk. Sh'rstrake	11	11
thickness at the ends of vessel	18	8	Up or Spar Dk. Sh'rstrake, breadth & thickness		
depth at 3/4 the half-bdth. as per Rule		12	Butt Straps to outside plating, breadth & thickness	19-9 1/2	19-11
height extended at the Bilges	as per plans		Lengths of Plating	7 spaces of frames	
BEAMS, Upper, Spar, or Awaiting Deck	6 1/2 3 9	6 1/2 3 9	Shifts of Plating, and Stringers	as per rule	
Single or double Ang. Iron, Plate or Tee Bulb Iron			Gunwale Plate on ends of Awaiting Spar, or Upper Deck Beams, breadth and thickness	39	10
Single or double Angle Iron on Upper edge			Angle Iron on ditto	4 x 4	9
Average space	24	24	Tie Plates fore and aft, outside Hatchways in hull	4 1/2 x 4 1/2	9
BEAMS, Main, or Middle Deck			Diagonal Tie Plates on Beams No. of Pairs		
Single or double Ang. Iron, Plate or Tee Bulb Iron			Flat of Up., Spar, or Awaiting Dk.	7	7
Single or double Angle Iron on Upper Edge			How fastened to Beams	7/6	6/6
Average space			Stringer Plate on ends of Main or Middle Deck		
BEAMS, Hold, or Orlop under RQD	9 5/4 9 9 5/4 9		Beams, breadth and thickness		
Single or double Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?		
Single or double Angle Iron on Upper Edge			Angle Irons on ditto, No.		
Average space	see elevation		Tie Plates, outside Hatchways		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	21	10 21	Diagonal Tie Plates on Beams, No. of pairs		
Rider Plate			Flat of Middle Deck do. do.		
Bulb Plate to Intercostal Keelson Plates	6 4 9 4 4 9		How fastened to Beams		
Angle Irons			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams under RQD	37	9
Double Angle Iron Side Keelson			Is the Stringer Plate attached to the outside plating?	46	
Side Intercostal Plate			Angle Irons on ditto, No. 2	4 x 4	9
do. Angle Irons			Stringer or Tie Plates, outside Hatchways		
Attached to outside plating with angle iron	6 4 9 6 4 9		Flat of Lower Deck		
BILGE Angle Irons			Ceiling betwixt Decks, thickness and material	2 1/2 pine	2 1/2
do. Bulb Iron			in hold do. do.	2 1/2	2 1/2
do. Intercostal plates riveted to plating for length			Main piece of Rudder, diameter at head	7 3/4	7 3/4
BILGE STRINGER Angle Irons			do. at heel	5 x 4 1/4	5 x 4 1/4
Intercostal plates riveted to plating for length			Can the Rudder be unshipped afloat?	Yes	
SIDE STRINGER Angle Irons			Bulkheads No. 4 No. per Rule 4		
The FRAMES extend in one length from bilge to bilge, bilge to top height			Thickness of 7/16 to 5/16 at top		
The REVERSED ANGLE IRONS on floors and frames extend across middle line to bilge, bilge to M. Dk. & P. Dk. and to 1/2 Dk. & Hold, alternately			Height up Main and Quarter Dks		
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes		How secured to sides of ship	double frames	
PLATING. Garboard, double riveted to Keel, with rivets in diameter, averaging ins. from centre to centre.			Size of Vertical Angles Irons 5 1/2 x 3/8 and distance apart 30 ins.		
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.			Are the outside Plates doubled two spaces of Frames in length?	Yes	
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.			Riveted through plates with 3/8 in. Rivets, about 6 1/2" apart.		
Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/4 thicker than the plates they connect. unless lapped			The FRAMES extend in one length from bilge to bilge, bilge to top height		
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.			The REVERSED ANGLE IRONS on floors and frames extend across middle line to bilge, bilge to M. Dk. & P. Dk. and to 1/2 Dk. & Hold, alternately		
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.			KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes	
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.			PLATING. Garboard, double riveted to Keel, with rivets in diameter, averaging ins. from centre to centre.		
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.			Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.		
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.			Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.		
Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting			Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 3/4 thicker than the plates they connect. unless lapped		
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted			Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.		
No. of Breasthooks, 3 Critches, deep from			Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.		
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Steel		Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.		
Manufacturer's name or trade mark	Richard Vaughan & Co. Dorman Long & Co. Moor & Co. W. D. Wood & Co. Consett.		Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.		
The above is a correct description.			Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.		
Builder's Signature, Raylton Discm Co.			Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting		
Surveyor's Signature, H. M. Williams.			Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted		
Surveyor to Lloyd's Register of British and Foreign Shipping.			No. of Breasthooks, 3 Critches, deep from		

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck, as laid thereon.

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? *Good*
 Are the fillings between the ribs and plates solid single pieces? *Good* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Good* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Good* Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* 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 stumped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

*The Mast 77' 6" x 23" diam. 6" plates Made in 2 parts in the round, seams
 Main " 71' 6" x 20" " " " single rivetted, butts 3ble rivetted. plates tested*

Number for Equip-ment	Letter for do.	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight.				
24328	S	8293	270	1 13/16	57 1/2 tons	270 x 1 13/16	Riv. Near Com ⁿ	27023	40.0.20	35.18.3.0	32 cwt		
		<i>S. Harshorne & Co. Makers</i>					<i>J. Hartness</i>	27967	39.2.0	35.8.3.0		<i>Netherton</i>	
		<i>Galip correct.</i>					<i>Supt.</i>	27982	35.2.7	32.16.3.16		<i>D. Lewis</i>	
		Iron Stream Chain	75 1/2	1 1/8	32 3/4	75.1 1/8	<i>do</i>	<i>Harshorne & Co. Makers</i>			91.1.0	<i>Supt.</i>	
		on Steel Wire						<i>do</i>			22.3.7		
		Main Sails, Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality	90	4	33	90.4"	<i>Test</i>	Collective Weights	115.0.27		114.0.7		
		TOWLINE—Hemp or Steel Wire	90	3	18	90.9"	<i>Certificates</i>	Stream	10.2.0	12.8.3.0	10.2.0	<i>Riv. Near Com</i>	
		Hawser	2	90	2 1/2	90.7"	<i>produced</i>	Kedge	5.2.14	7.18.1.21	5.1.0	<i>J. Hartness</i>	
		Warp	2	90	5 1/2			2nd Kedge	2.3.0	5.5.0.0	2.2.0	<i>Supt.</i>	

Standing and Running Rigging *Riv. Hemp* sufficient in size and *good* in quality. She has *2* Life Boat and *2* others.
 The Windlass is *Iron, steam* Capstan and Rudder *Iron* Pumps *good*

Engine Room Skylights.—How constructed? *Plate coming top* How secured in ordinary weather? *Plate flaps, thick*
 What arrangements for deadlights in bad weather? *Swindglass lights*

Coal Bunker Openings.—How constructed? *Plate coming* How are lids secured? *Clats & battens* Height above deck? *18" + 33"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *In well 2 spots each side 30" x 27" 15" up*
2 scuppers. aft 4 ports 30 x 15 13 scuppers each side.

Cargo Hatchways.—How formed? *Plate coming* No. 1 48" No. 2 32.28" No. 3 15" 30" high
 State size *Main Hatch 15' 9" x 12' 0" No. 2 24' x 14' No. 3 5' 6" x 8' 10" No. 4 21' 10" x 14' 0" No. 5 17' 9" x 14' 0"*
 If of extraordinary size, state how framed and secured... *No. 1 beam 3 feet taffer. Nos 2 & 4 2 mts, 3 feet taffer. No. 3 1 foot taffer. No. 5 1 1/2 feet 3 feet taffer.*

Order for Special Survey No. *1404*
 Date *Oct 25th 89*
 Order for Ordinary Survey No.
 Date
 No. *317* in builder's yard.
 State dates of letters respecting this case *Oct 24th Dec 6th 12th 21st M. 1890. Jan 27th Feb 4th 90. P*

General Remarks (State quality of workmanship, &c.) *Built under special license*
to the rules for steel vessels. Workmanship & materials good. Steel tested as per rule

The freeboard has been marked on the vessel's side in accordance with the Surveyor's letter of June 26th 90 M. as follows. Summer 1.8 1/2 Winter 2.0 Allowance for fresh water 4 1/2". The freeboard was recorded in the Register Book.

Raylen W. Jones

How are the surfaces preserved from oxidation? Inside *Black enamel Lem's Paint above* Outside *Paint*

Particulars for Record in R.B.—Length of Poop *27* ft., R.Q.D. *66* ft., Bridge Dk., *126* ft., F'castle *34* ft.; No. of Dks. (excluding spar, awn, &c.) *1*
 Material of dks. *Iron* spar, awn, dk., &c. Material of spar, awn, dk., &c. ; No. of tiers of beams (with and without dks. laid) *1 for 2 aft*
 Official No. *98116*; Signal Letters If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *+ 100 A1 steel*
 The amount of the Entry Fee £ *5* : : is received by me, *R.H.P.*
 Special £ *48* : : *9.7 1890*
 Certificate ... : :
 Travelling Expenses, if any, £

Committee's Minute
 Character assigned *100 A1 Steel A.R.P.*
1 dk (w/ stl rft Iron) + web frames
Record freeboard well ok
F.K.

L.M.C. 690
 Surveyor to Lloyd's Register of British and Foreign Shipping.
N.M. Williams
 It is submitted that this vessel appears eligible to be classed 100 A1 Steel as recommended.
 Lloyd's Register Foundation

Certificates to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

To. No. Reg. B. aster engine oilers registe Bell VGI That pr re all re the then w the sc ILE o. of B Torking descripti in each o. of s rea of re they ngth of diameter r centa ze of co outside d reatest tch of rules tch of small reatest plates diameter tch of stance 'sta