

IRON SHIP.

No. 18225 Survey held at

Newcastle

Date, First Survey 16th July 184Last Survey 21st Dec 1845

On the

S.S. Dunburghire (Morgue)

(Received at London Office)

MONDAY 2 MARCH 1845

1845

TONNAGE under Tonnage Deck 2351.67
Ditto of Third Spar 5.00
Ditto of Poop, or Raised Or. Dk. 9.27
Ditto of Houses on Deck 84.74
Ditto of Forecastle 54.02
Gross Tonnage 2538.38
Less Crew Space 63.12
Less Engine Room 812.28
Register Tonnage as cut on Beam 1662.98

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 18.89
Depth from upper part of Keel to top of Upper Deck Beams 27.75
Girth of Half Midship Frame (as per Rule) 42.04
1st Number 88.68
1st Number, if a 3-Decked Vessel deduct 7 feet 7
Length 81.68
2nd Number 26.756
Proportions— Breadths to Length 8.34
Depths to Length—Upper Deck to Keel 11.36
Main Deck ditto 15.57

Master Sturrock
Built at Newcastle
When built 1845 Launched 15th Jan 1845
By whom built Messrs C. S. Swan & Hunter
Owners J. J. Jenkins
Residence London
Port belonging to London
Destined Voyage China
If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat

LENGTH on deck as per Rule 315 4 Feet. Inches. BREADTH Moulded 37 9 1/2 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 24 5 1/2 Feet. Inches. Power of Engines 300 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Three

Dimensions of Ship per Register, length, 81.70 breadth, 18.0 depth, 24.5 Moulded depth 27.0

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	50 x 10	50 x 10 1/4	10 x 2 3/4	10 x 2 3/4	10 x 6	10 x 6		
STEM, moulding and thickness	10 x 2 3/4	10 x 2 3/4	10 x 6	10 x 6				
STERN-POST for Rudder do. do.	10 x 6	10 x 6						
" " for Propeller								
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24						
FRAMES, Angle Iron, for 1/2 length amidships	5 3/2 8	5 3/2 8	5 3/2 7	5 3/2 7	3 1/2 8	3 1/2 8		
Do. for 1/2 at each end	5 3/2 7	5 3/2 7	3 1/2 8	3 1/2 8				
REVERSED FRAMES, Angle Iron	3 1/2 8	3 1/2 8						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	double bottom	double bottom						
" thickness at the ends of vessel	see section	see section						
" depth at 1/2 the half-bdth. as per Rule								
" height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck	8 x 8	8 x 8	3 x 6	3 x 6	4 1/2 3 9	4 1/2 3 9		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge	4 1/2 3 9	4 1/2 3 9						
Average space	24	24						
BEAMS, Main, or Middle Deck	6 1/2 3 9	6 1/2 3 9						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge	24	24						
Average space	24	24						
BEAMS, Hold, or Orlop	10 x 10	10 x 10	4 x 9	4 x 9				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge	4 x 9	4 x 9						
Average space	as per profile	as per profile						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	50 x 10	50 x 10	30 x 9	30 x 9				
" Rider Plate (Centre)	30 x 9	30 x 9						
" Bulb Plate to Intercoastal Keelson								
" Angle Irons	4 x 9	4 x 9						
" Double Angle Iron Side Keelson								
" Side Intercoastal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	6 x 9	6 x 9						
" do. Bulb Iron								
" do. Intercoastal plates riveted to plating for 3/4 length	3 1/2 3 1/2 9	3 1/2 3 1/2 9						
BILGE STRINGER Angle Irons								
Intercoastal plates riveted to plating for length								
IDE STRINGER Angle Irons								

The FRAMES extend in one length from 8. bottom & gunwale to middle line to tank side

The REVERSED ANGLE IRONS on floors and frames extend from middle line to tank side and to main & upper 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 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 3 1/2 ins. from centre to centre.

" 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.

" Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.

" 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.

" 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 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 single Riveted? Treble & double No. of Breasthooks, 6 Crutches, 4

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

Manufacturer's name or trade mark, Plates—Barnett & Sons, Stockton-on-Tees; Keelsons—Barnett & Sons, Stockton-on-Tees; Bulb Plates—Barnett & Sons, Stockton-on-Tees

The above is a correct description. J. S. Swan & Hunter Surveyor's Signature, J. S. Swan & Hunter

Surveyor to Lloyd's Register of British and Foreign Shipping

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

If Iron Deck, state if whole or part, and if wood deck is 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? *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 *Steel* 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 *Has two steel masts fitted, as auxiliary to the steam power - Length of foremast overall 82' dia 25' - Main Mast - 73' - 25' -*

Plates 1/2 to 3/4 edges double riveted - butts treble riveted and 7/16 thicker than plates they connect - doubled at partners - Steel manufactured at Cornhill and tested as per rule.

NUMBER for EQUIPMENT 29823		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
No.	Chain	270	1 1/4	63 1/2 - 88 1/2	270 x 1 1/4		Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Iron Stream Chain	76	1 7/8	22 1/2 - 34 1/2	75 x 1 7/8			1	34.2.14	32.1.3.14	34.0.0	
Fore Top Sails,	or Steel Wire			test as per rule				1	34.2.0	32.0.0.0	34.0.0	
Fore Topmast Stay Sails,	or Hempen Strm Cable	100	4	Shut	100.4			1	29.3.14	28.10.2.14	29.0.0	
	Towline, Hemp.	90	3		90.9 1/2							
Main Sails,	or Steel Wire	90	2 3/4		90.8		Stream Anchor	1	10.3.0	12.13.0.14	10.3.0	
	Hawser	90	2 1/2				Kedge	1	5.2.14	7.18.1.21	5.2.0	
Main Top Sails,	Warp	90	6	Manilla			2nd Kedge	1	2.2.0	5.0.0.0	2.2.0	
and	quality	90	6									

Standing and Running Rigging *Iron & Hemp* sufficient in size and *good* in quality. She has *3* Long Boats and *2* others

The Windlass is *Clarke Chapman Patent* Capstan *Quinman* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Black framing* How secured in ordinary weather? *Bolted to iron cunnings*

What arrangements for deadlights in bad weather? *Solid tarp canvas with bullrogs fitted in the same*

Coal Bunker Openings. How constructed? *Cast iron* How are lids secured? *Lock, steady* Height above deck? *12'*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Wine ports and eight scuppers on each side*

Cargo Hatchways. How formed? *Iron cunnings*

State size Main Hatch *24 ft x 12 ft* Forehatch *12 ft x 12 ft* Quarterhatch *16 ft x 12 ft - 12 ft x 12 ft*

If of extraordinary size, state how framed and secured? *Ordinary*

What arrangement for shifting beams? *Web plates, shifting beams and three wood fore and afters*

Hatches, If strong and efficient? *Solid 3" thick*

Order for Special Survey No. <i>1859</i>	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	1884. July 16. 30. Aug. 6. 11. 13. 14. 18. 23. 27. 28
Date <i>24th Oct. 1883</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>1860</i>		3rd. When the beams were in and fastened, and before the decks were laid...	Sept. 2. 8. 10. 15. 18. 23. 25. Oct. 1. 9. 13. 15. 20
Date <i>24th Oct. 1883</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	Nov. 3. 7. 13. 14. 19. 20. 24. 25. 27. 28.
No. <i>88</i> in builder's yard.		5th. After the ship was launched and equipped	Decr. 3. 5. 9. 14. 19. 22. - 1885 Jan. 6. 8 Feb. 3. 5. 9. 11. 14. 19. 23. 24. 27

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved drawings forwarded herewith and in other respects to the Rules for the 100 A grade.*

Workmanship and materials good

The ballast tanks have been tested by water for seams as per rule and found satisfactory.

She has a full Prop 37' 9" long, an open Bridge 76' 0" long and an open fore-castle 40' 9" long

Stem & Rudder frame forging Report now forwarded

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A - 25 k - 3 tiers of beams. Complete iron main dk. iron upper dk for over 3'*

The amount of the Entry Fee£ 5 : - : - is received by me, *W. L. S.*

Special£ 86 : 14 : 6 *28th Feb. 1885*

(to be sent as per margin). Certificate *frat's* : - : -

(Travelling Expenses, if any, £ - : - : -)

Committee's Minute

Character assigned

100 A

W. L. S.

28th Feb. 1885

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