12 Surf

MONDAY 28 NOV 1887

3068

IRON SHIP.

(Received at London Office.)

No. 5068 Survey held at Dundee Date, First Survey March 16th Last Survey November 21st 1887

On the Iron Screw Steamer "Portland"

TONNAGE under Tonnage Deck 949·30
~~Ditto of Third, Spar, or Awning Deck~~
Ditto of Poop, ~~or Raised Q. Dk.~~ 124·73
Ditto of Houses on Deck 46·59
Ditto of Forecastle 2·77
Gross Tonnage 1123·39
Less Crew Space 46·23
Less Engine Room 525·68
Register Tonnage as cut on Beam 557·48

Official Number 95022.

~~ONE, OR~~ TWO DECKED, ~~THREE DECKED~~ VESSEL, ~~SPAR, OR AWNING DECKED VESSEL.~~

	Feet.
Half Breadth (moulded)	16·75
Depth from upper part of Keel to top of Upper Deck Beams	17·62
Girth of Half Midship Frame (as per Rule)	30·66
1st Number	65·03
~~1st Number, if a 3 Decked Vessel~~	
Length	240·00
2nd Number	15607
Proportions— Breadths to Length	7·10
Depths to Length—Upper Deck to Keel	13·60
Main Deck ditto	

Master John Crawford
Built at Dundee
When built 1887 Launched Sept 10th 1887
By whom built W. B. Thompson & Co. Ld.
Owners Clyde Shipping Co.
Residence Glasgow
Port belonging to Glasgow
Destined Voyage Glasgow
If Surveyed while Building, Afloat, or in Dry Dock. While building & afloat.

LENGTH on deck as per Rule ... Feet 240 Inches 0 **BREADTH**— Moulded... ... Feet 33 Inches 6 **DEPTH** top of Floors to Upper Deck Beams ... Do. do. Main Deck Beams ... Feet 16 Inches 0 Power of Engines ... ... Horse. 260. N°. of Decks with flat laid Two N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 241 breadth, 33·7 depth, 15·95 Moulded depth 16 ft 11½ ins

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8½ × 2½	8½ × 2½
STEM, moulding and thickness	8 × 2½	8 × 2½
STERN-POST for Rudder do. do.	8 × 5	8 × 5
" " for Propeller	8 × 5	8 × 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23

(Class 100 A)

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ⅗ length amidships	4	3	7	4	3	7
Do. for ⅕ at each end	4	3	6	4	3	6
REVERSED FRAMES, Angle Iron	3	3	6	3	3	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships		19½	8		19½	8
" thickness at the ends of vessel		19½	7		19½	7
" depth at ¾ the half-bdth. as per Rule		9¾			9¾	
" height extended at the Bilges		39			39	
~~**BEAMS, Upper, Spar, or Awning Deck**~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~						
~~Single or double Angle Iron on Upper edge~~						
~~Average space~~						
BEAMS, Main, or Middle Deck ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron		8	8		8	8
~~Single, or~~ double Angle Iron, on Upper Edge	3	3	6	3	3	6
Average space		46			46	
BEAMS, Lower Deck— ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron		8	8		8	8
~~Single or~~ double Angle Iron on Upper Edge	3	3	6	3	3	6
Average space		46			46	
~~**BEAMS, 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~~		16	12		16	12
" Rider Plate		11	12		11	12
" ~~Bulb~~ Plate to ~~Intercostal~~ Keelson		18	8			
" Angle Irons	5	3½	9	5	3½	9
" Double Angle Iron Side Keelson	5	3½	9	5	3½	9
" Side Intercostal Plate			8			8
" do. Angle Irons						
" Attached to outside plating with angle iron	3	3	7	3	3	7
BILGE Angle Irons	5	3½	9	5	3½	9
" do. Bulb Iron ... for ⅗ length		8	8		8	8
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons	5	3½	9	5	3½	9
Intercostal plates riveted to plating for ½ length		10	9		10	9
~~**SIDE STRINGER** Angle Irons~~						

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	34	11	34	11
" From Garboard to upper part of Bilges		10		10
" ~~Of d'bling at Bilge, or increased thickness, and length applied~~				
" From up. prt of Bilge to lr. edge of Sh'rstrake		10		10
" Main Sheerstrake, breadth and thickness	36	12	36	12
" Of d'blng at Sh'stk. & lng. applied 3/5 length	20	9		9
" ~~From M'n to Upr or Spar Dk. Sh'rstrake~~				
" ~~Up or Spar Dk Sh'rstrake, brdth & thickn'ss~~				
Butt Straps to outside plating, breadth & thickness	16¾	13	16¾	13
Lengths of Plating	Seven frames spaces			
Shifts of Plating, and Stringers	Not less than two spaces			
~~Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness~~				
~~Angle Iron on ditto~~				
~~Tie Plates fore and aft, outside Hatchways~~				
~~Diagonal Tie Plates on Beams No. of Pairs~~				
~~Flat of Up., Spar, or Awning Dk.*~~				
~~How fastened to Beams~~				
Stringer Plate on ends of Main ~~or Middle~~ Deck Beams, breadth and thickness	34½	10	34½	10
Is the Stringer Plate attached to the outside plating?	Yes			
~~Angle Irons on ditto, No.~~ Two	5 × 3½ × 9/16		5 × 3½ × 9/16	
Tie Plates, ~~outside Hatchways~~ 5/16 from deck ½ length	lin	12		8
~~Diagonal Tie Plates on Beams, No. of pairs~~				
Flat of ~~Middle~~ Deck* do. Maindeck ½ length	Iron		5/16 Mod 4 × 3½	
How fastened to Beams	Riveted			
Stringer Plates on ends of Lower Deck, ~~Hold or Orlop~~ Beams	48 30	8 8	for 50 feet	
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. Two	4 × 4 × 8		4 × 4 × 8	
Stringer or Tie Plates, outside Hatchways	12	8	12	8
Flat of Lower Deck* White pine	6	3	6	3
Ceiling betwixt Decks, thickness and material	Pitchpine		1½	
" in hold do. do.	–		2½	
Main piece of Rudder, diameter at head	6¾		6¾	
do. at heel	3		3	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 5 No. per Rule 4				
" Thickness of 6/16				
" Height up to maindeck				
" How secured to sides of ship by double frames				
" Size of Vertical Angle Irons 4 × 3 × 7/16 and distance apart 30 ins.				
" Are the outside Plates doubled two spaces of Frames in length? Yes				

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 is laid thereon.

The **FRAMES** extend in one length from Keel to main, poop & forecastle deck Riveted through plates with 7/8 in. Rivets, about 7 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to maindeck and to lower deck 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 1⅛ in. diameter, averaging 5½ 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 3¾ ins. from centre to centre.
" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3½ ins. from centre to centre.
" **Butts** of Three Strakes at Bilge for ½ 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 3¾ ins. from cr. to cr.
" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3½ 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 ½ length amidships. ~~Butts of Upper or Spar Sheerstrake, treble riveted length amidships~~
" **Butts of Main Stringer Plate,** treble riveted for ½ length amidships. ~~**Butts of Upper or Spar Stringer Plate,** treble riveted for length.~~
" Breadth of laps of plating in double riveting 4½ ins. Breadth of laps of plating in single riveting 2½ ins.
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
Manufacturer's name or trade mark, Stockton Malleable Iron Co.

The above is a correct description.
Builder's Signature, For W. B. THOMPSON & Co., Limited. Wm Anderson
Surveyor's Signature, P. Reydell
Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—1500—2/7/84—Transfer Ink.)

BURNET BOYLAND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

© 2019 Lloyd's Register Foundation
DUN111-0321

Workmanship. Are the butts of plating planed or otherwise fitted? Yes

Do the edges of the carvel work and of the butts fay 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? No

---

Masts, ~~Bowsprit~~, ~~Yards~~, &c., are of steel in good & efficient 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~~

Foremast: Extreme length 75 ft 6 ins: dia: at heel 17½ ins: at deck 21½ ins: at hounds 18½ ins: at cap 15¾.
Mainmast: " " 64 ft 6 ins: " " 18½ " " " 19½ " " " 15½ " " 14 "

NUMBER for EQUIPMENT 17186 (0)

SAILS.	N°.
Fore Sails,	1
Fore Top Sails,	1
Fore Topmast Stay Sails,	1
Main Sails,	1
Main Top Sails, and	1

Quality of sails.

CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
Chain ..... (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	270	1 9/16	43 18/20 T	1 9/16	Netherton
	N° 15746 & 15740				rig. W. Turton
Iron Stream Chain or Steel Wire ..	75	1	18 T	1	Netherton
	N° 15772			3/4	rig. S. G. Lewis
or Hempen Strm Cable	100	4	Wire		
	100	2½	"		
Towline, Hemp.	100	12	hemp	qof: 8	
or Steel Wire ..	120	8	Manilla	qof: 6	
Hawser	120	7	"		
Warp	120	6	"		
	120	5	"		
quality	90	4½	"		
	120	3¼, 3½ & 2½			

ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	22627	7. 24. 1. 20	24. 6. 1. 0	23½	Netherton
	22623	23. 0. 4.	23. 4. 1. 14	23½	"
	16481	20. 0. 2.	20. 17. 0. 21	20	Sunderland
	22626	8. 0. 12.	10. 5. 0. 0.	8	Netherton
Stream Anchor					
Kedge ..	22625	4. 0. 12.	6. 10. 0. 0.	4	Netherton
2nd Kedge ...	22624	2. 0. 7.	4. 12. 2. 0.	2	"

Standing and Running Rigging Wire & rope sufficient in size and good in quality. She has two Long Boat and two cutters.

The Windlass is Napier's Patent Capstan Windlass, and Rudder good Pumps 6 ins dia.

Engine Room Skylights.—How constructed? Teak How secured in ordinary weather? Sashes and glass.

What arrangements for deadlights in bad weather? Bolted: skylight placed on a casing 6 ft 6 ins high.

Coal Bunker Openings.—How constructed? Scuttles How are lids secured? Screwed down Height above deck? Flush.

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Five freeing ports on each side, each 22 ins × 22 ins.

Cargo Hatchways.—How formed? Iron coamings 22 ins above deck at sides.

State size **Main Hatch** 17 ft × 10 ft 6 ins Forehatch 11 ft 6 ins × 10 ft. Quarterhatch 7 ft 6 ins × 7 ft. 6 ins

If of extraordinary size, state how framed and secured? Not of extraordinary size.

What arrangement for shifting beams? Forehatch: One wooden fore and aft. Mainhatch: One iron girder and one wooden fore and aft. Quarterhatch: One wooden fore and aft.

Hatches, If strong and efficient? Solid in lower deck. Not solid in upperdeck. Carlings 3½ × 3½: flooring 1¾ ins.

Order for Special Survey No. 481

Date 8th Febr. 1887

Order for Ordinary Survey No. ✓

Date ✓

No. 81 in builder's yard.

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 — March 16. 18. 22. 24. 31. April 1. 6. 12. 19. 22. 25.
2nd. On the plating during the process of riveting — May 3. 6. 9. 10. 13. 20. 23. 26. 28
3rd. When the beams were in and fastened, and before the decks were laid.... — June 2. 4. 9. 13. 21. 27. July 1. 5. 12. 14. 19.
4th. When the ship was complete, and before the plating was finally coated or cemented.. — August 3. 9. 12. 17. 19. 24. 26. 29. 31. Sept. 7. 8. 12.
5th. After the ship was launched and equipped — 13. 14. 20. 21. 30. October 3. 6. 7. 10. 12. 15. Nov. 7. 8. 10. 15. 19.

State dates of letters respecting this case April 14th 22nd & 28th February 5th & 5. March 18th & November 11th 1887.

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

This is a screw steamer built of iron in accordance with the approved plans and in other respects in accordance with the Rules. She is fitted with a poop 142 ft long and forecastle 50 ft long. The tanks have been tested as required by the Rules with satisfactory result. The material and workmanship are satisfactory.

Reference should be made to any correspondence connected with the case.

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

142 ft 50 ft

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

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

The amount of the Entry Fee .....£ 4 : – : – is received by me, } N. V. L.
Special .....£ 54 : 8 : 6 Nov. 25th 1887 }

N. V. Leydell
Surveyor to Lloyd's Register of British and Foreign Shipping.

(to be sent as per margin). Certificate ... : :
(Travelling Expenses, if any, £ ✓

TUESDAY 29 NOV 1887 18

Committee's Minute

Character assigned 100 A 1

This vessel is stated to have been built in accordance with the approved plans & appears eligible to be classed 100 A 1 as recommended.

I. A. de P.

2 Dks (1 pt iron)

2 Dks (1 pt iron)

Wee DR

© 2019 Lloyd's Register Foundation