

Steel IRON SHIP.

UNDAY 20 JULY 1885
(Received at London Office)

No. 4836 Survey held at Dundee Date, First Survey 18th February Last Survey 15th July 1885

On the S.S. *Eagle* Master *Donaldson*

Tonnage under Tonnage Deck 204.07 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 11.0 Feet.

Depth from upper part of Keel to top of Upper Deck Beams 13.7

Girth of Half Midship Frame (as per Rule) 20.0

1st Number 44.7

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 123.95

2nd Number 5540.56

Proportions— Breadths to Length 5.6

Depths to Length— Upper Deck to Keel 9.04

Main Deck ditto

Built at *Dundee*

When built *1885* Launched *12th June*

By whom built *Pearce Bros.*

Owners *Hudday Parker*

Residence *Melbourne*

Port belonging to *Dundee*

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock. *Surveyed while building*

LENGTH on deck as per Rule 124 0 Feet. Inches. BREADTH Moulded 22 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams 12 8 Feet. Inches. Power of Engines 95 Horse. No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 125.3 breadth, 22.15 depth, 12.5

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	6 1/2 x 1 5/8	6 1/2 x 1 5/8	PLATES in Garboard Strakes, br'dth & thickness	30	14
STEM, moulding and thickness	6 1/2 x 3 1/4	6 1/2 x 3 1/4	From Garboard to upper part of Bilges	12 x 10	12 x 10
STERN-POST for Rudder do. do.	21	21	Of d'bling at Bilge, or increased thickness and length applied		
" " for Propeller	21	21	From up. prt of Bilge to l.r. edge of Sh'rstrake	12 x 10	12 x 10
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Main Sheerstrake, breadth and thickness	30	14
FRAMES, Angle Iron, for 3/4 length amidships	3 2 1/2	3 2 1/2	Of d'bling at Sh'rstrake & l.r. applied		
Do. for 1/2 at each end	2 1/2	2 1/2	From M. n. to Upr. or Spar Dk. Sh'rstrake		
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	Upper Spar Dk. Sh'rstrake, br'dth & thickness		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2	12 1/2	Butt Straps to outside plating, breadth & thickness	10 1/2	16 1/2
" thickness at the ends of vessel	8	8	Lengths of Plating 12 ft 5 in = 7 frame spaces		
" depth at 3/4 the half-bdth. as per Rule	8	8	Shifts of Plating, and Stringers <i>not less than 2 frame spaces</i>		
" height extended at the Bilges	8	8	Gunwale Plate on ends of <i>Awning, Spar, or</i>		
BEAMS, Upper, Spar, or Awning Deck	5 1/2	3 12	Upper Deck Beams, breadth and thickness	26	10
Single or d'ble Ang. Iron, Plate or Tee Bull Iron	4 2 1/2	4 2 1/2	Angle Iron on ditto	3 x 3	3 x 3
Single or double Angle Iron on Upper edge	4 2 1/2	4 2 1/2	Tie Plates fore and aft, outside Hatchways	7	10
Average space	3	3	Diagonal Tie Plates on Beams No. of pairs		
BEAMS, Main, or Middle Deck	5 1/2	3 12	Flat of Up., Spar, or Awning Dk. <i>Not deck 4/6 for 50 feet</i>		
Single or d'ble Ang. Iron, Plate or Tee Bull Iron	4 2 1/2	4 2 1/2	How fastened to Beams		
Single or double Angle Iron on Upper Edge	4 2 1/2	4 2 1/2	Stringer Plate on ends of Main or Middle Deck	2 1/2	2 1/2
Average space	3	3	Beams, breadth and thickness		
BEAMS, Lower Deck	5 1/2	3 12	In the Stringer Plate attached to the outside plating?		
Single or d'ble Ang. Iron, Plate or Tee Bull Iron	4 2 1/2	4 2 1/2	Angle Irons on ditto, No.		
Single or double Angle Iron on Upper Edge	4 2 1/2	4 2 1/2	Tie Plates, outside Hatchways		
Average space	3	3	Diagonal Tie Plates on Beams, No. of pairs		
BEAMS, Hold, or Orlop	5 1/2	3 12	Flat of Middle Deck* do		
Single or d'ble Ang. Iron, Plate or Tee Bull Iron	4 2 1/2	4 2 1/2	How fastened to Beams		
Single or double Angle Iron on Upper Edge	4 2 1/2	4 2 1/2	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Average space	3	3	In the Stringer Plate attached to the outside plating?		
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	19 1/2	12	Angle Irons on ditto, No.		
" Rider Plate <i>7 1/2 inch plate on floor</i>	23	14	Stringer or Tie Plates, outside Hatchways		
" Bull Plate to Intercoastal Keelson	23	14	Flat of Lower Deck		
" Angle Irons	3	3	Ceiling betwixt Decks, thickness and material	B. Pine	2 1/2
" Double Angle Iron Side Keelson	3	3	" in hold do. do.	do	do
" Side Intercoastal Plate	3	3	Main piece of Rudder, diameter at head	3 3/4	3 3/4
" do. Angle Irons	3	3	do. at heel	2 1/2	2 1/2
" Attached to outside plating with angle iron	3	3	Can the Rudder be unshipped afloat?		
BILGE Angle Irons	3	3	Bulkheads No. 4 No. per Rule 4		
" do. Bull Irons	3	3	" Thickness of 7/32 7/32		
" do. Intercoastal plates riveted to plating for length	3	3	" Height up to deck		
BILGE STRINGER Angle Irons	3	3	" How secured to sides of ship <i>double frame</i>		
Intercoastal plates riveted to plating for Bulk plate 3/5 length	5	8	" Size of Vertical Angle Irons 3 x 2 1/2 x 3/2 and distance apart 30 ins.		
SIDE STRINGER Angle Irons	3	3	" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>		

The FRAMES extend in one length from *Keel* to *funnel* Riveted through plates with 3/4 in. Rivets, about 5 1/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *upper bilge keelson and stay frame* 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 in. diameter, averaging 5 ins. from centre to centre.

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

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

Butts of *one* Strake at Bilge for *4* length, treble riveted with Butt Straps *7/6* thicker than the plates they connect.

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

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 ~~length~~ amidships. Butts of Upper or Spar Sheerstrake, treble riveted ~~length~~ amidships.

Butts of Main Stringer Plate, ~~treble~~ riveted for ~~length~~ amidships. Butts of Upper or Spar Stringer Plate, treble riveted for ~~length~~ length.

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 3 Crutches, 3

When description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *James Martin Steel*

Manufacturer's name or trade mark, *Colville & Mathewell*

The above is a correct description

Builder's Signature, *Pearce Bros.* Surveyor's Signature, *Geo. Cooper*

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

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

ANN 210-0267

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

Masts, Bowsprit, Yards, &c., are *md* in *ood* 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 P. Pine 60.6" x 15 in
Main do 53.6 x 14
do do 40 in. rigged

NUMBER for EQUIPMENT 5541		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		90	7/8	13.15.0-0	165-3/8	L.P.N. Perth	Bower Anchors	19106	5-3-26	8-5-0-0	5-3-0	L.P.N. Perth
N ^o .	Chain	753	7/8	13.15.0-0	165-3/8	L.P.N. Perth	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	19105	5-3-15	8-5-0-0	5-3-0	L.P.N. Perth
Fore Sails,	Iron Stream Chain	45	5/8	4-12-2-0	45-5/8	do.						
Fore Top Sails,	or Steel Wire											
Fore Topmast Stay Sails,	or Hempten Strm Cable											
Main Sails,	Towline, Hemp.	75	6 1/2	75-6 1/2								
Main Top Sails,	or Steel Wire	90	4	90-4			Stream Anchor	19107	1-2-17	4-4-1-14	1-2-0	"
	Hawser						Kedge		0-3-7		0-3-0	
	Warp						2nd Kedge					

Standing and Running Rigging *wire & rope* sufficient in size and *ood* in quality. She has *One* Life Boat and *One* other
 The Windlass is *(Ocean) Smeaton & Matheson* Capstan *ood* and Rudder *ood* Pumps *5 in dia*
Engine Room Skylights.—How constructed? *Steel on wire crammings* How secured in ordinary weather? *filled*
 What arrangements for deadlights in bad weather? *13 in above deck fitted with strong brass frames*
Coal Bunker Openings.—How constructed? *Cook wire wire & cover* How are lids secured? *padding & cover* Height above deck? *6 in*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?
Cargo Hatchways.—How formed? *Freeing ports & scuppers*
 State size **Main Hatch** *6.0 x 5.3* *Fore hatch* *Quarter hatch*
 If of extraordinary size, state how framed and secured? *not extraordinary size*
 What arrangement for shifting beams?
Hatches, If strong and efficient? *solid hatches*

Order for Special Survey No. *465*
 Date *23rd Jan 1885*
 Order for Ordinary Survey No. *23*
 Date *23rd Jan 1885*
 No. *23* in-builder's yard.
 State dates of letters respecting this case *M 22nd January 1885.*

General Remarks (State quality of workmanship, &c.)
This is a one decked vessel built in accordance with the approved plans & in other respects in accordance with the Rules. She is constructed of steel for towing purposes at Melbourne for which place it is intended to sail the vessel. She is fitted with masts &c for that purpose. The material in the vessel is all stamped with the Society's Monogram R & is insured as having been subjected to the required tests in the presence of the Society's Surveyor. The working it has proved itself very satisfactory. The workmanship is also satisfactory. The equipment is according to Rule.

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*
 I am of opinion this Vessel should be Classed *100 A*
 The amount of the Entry Fee£ 2 : 0 : 0 is received by me.
 Special£ 10 : 4 : 0 *14th July 1885*
 (to be sent as per margin). Certificate ...
 (Travelling Expenses, if any, £2.2.0).
 Committee's Minute
 Character assigned
 TUESDAY 21 JULY 1885 18
 Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted this vessel appears eligible to be classed 100A.1 Steel recommended.
 Lloyd's Register Foundation

Reference should be made to any correspondence connected with the case.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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