

Steel  
IRON SHIP.

UNDAY 20 JULY 1885

No. 4836 Survey held at Dundee

Date, First Survey 18<sup>th</sup> February Last Survey 15<sup>th</sup> July 1885.

On the S.S. Eagle

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

Half Breadth (moulded) 11.0

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 2-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

Master Donaldson

Built at Dundee

When built 1885 Launched 12<sup>th</sup> June

By whom built Pearce Bros.

Owners Hudday Parker & Co.

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 BREADTH Moulded 22.0 DEPTH top of Floors to Upper Deck Beams 12.8 Power of Engines 95 No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 125.3 breadth, 22.5 depth, 12.5

KEEL, depth and thickness 6 1/2 x 1 5/8

STEM, moulding and thickness 6 1/2 x 1 5/8

STERN-POST for Rudder do. do. 6 1/2 x 3 1/4

" " for Propeller 6 1/2 x 3 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 3/4 length amidships 3 2 1/2 8

Do. for 1/2 at each end 2 1/2 2 1/2 7

REVERSED FRAMES, Angle Iron 12 1/2 10

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 8

" thickness at the ends of vessel 8

" depth at 3/4 the half-bdth. as per Rule 8

" height extended at the Bilges 8

BEAMS, Upper, Spar, or Awning Deck 5 1/2 3 12

Single or double Angle Iron, Plate or Tee Bulb Iron 4 2 1/2 5

Single or double Angle Iron on Upper Edge 4 2 1/2 5

Average space 4

BEAMS, Main, or Middle Deck 2 1/2 2 1/2 7

Single or double Angle Iron, Plate or Tee Bulb Iron 12 1/2 10

Single or double Angle Iron on Upper Edge 8

Average space 8

BEAMS, Lower Deck 5 1/2 3 12

Single or double Angle Iron, Plate or Tee Bulb Iron 4 2 1/2 5

Single or double Angle Iron on Upper Edge 4 2 1/2 5

Average space 4

BEAMS, Hold, or Orlop 5 1/2 3 12

Single or double Angle Iron, Plate or Tee Bulb Iron 4 2 1/2 5

Single or double Angle Iron on Upper Edge 4 2 1/2 5

Average space 4

KEELSONS Centre line, single or double plate, 19 1/2 12

" Rider Plate 23 14

" Bulb Plate to Intercoastal Keelson 23 14

" Angle Irons 3 3 10

" Double Angle Iron Side Keelson 3 3 10

" Side Intercoastal Plate 3 3 10

" do. Angle Irons 3 3 10

" Attached to outside plating with angle iron 3 3 10

BILGE Angle Irons 3 3 10

" do. Bulb Irons 3 3 10

" do. Intercoastal plates riveted to plating for length 3 3 10

BILGE STRINGER Angle Irons 3 3 10

Intercoastal plates riveted to plating for length 5 8

SIDE STRINGER Angle Irons 5 8

The FRAMES extend in one length from Keel to funnel

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper bilge

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 76 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, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for 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

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

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

Manufacturer's name or trade mark, Colville & Mathew

The above is a correct description

Builder's Signature, Pearce Bros.

Surveyor's Signature, J. A. Mitchell

Surveyor to Lloyd's Register of British and Foreign Shipping

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

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 *md* 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 50.6 x 14*  
*do do 50.6 x 14*

NUMBER for EQUIPMENT 5541		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.	90	7/8	13.15.0-0	165-3	L. P. N.	Bower Anchors	19106	5-3-26	8-5-0-0	5-3-0	L. P. N.
Fore Sails,	Chain	753	7/8	13.15.0-0	165-3	L. P. N.	(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.
Fore Top Sails,	Iron Stream Chain	45	5/8	4-12-2-0	45-5/8	do						
Fore Topmast Stay Sails,	or Steel Wire ..	137	4/6									
or Hempen Strm Cable ..												
Main Sails,	Towline, Hemp.	75	6 1/2	75-6 1/2			Stream Anchor	19107	1-2-17	4-4-1-14	1-2-0	"
Main Top Sails,	or Steel Wire ..	90	4	90-4			Kedge		0-3-7		0-3-0	
and	Hawser .....						2nd Kedge					
	Warp .....											
	quality											

Standing and Running Rigging *wire & rope* sufficient in size and *md* in quality. She has *One* Life Boat and *one other*  
The Windlass is *(Steam) Emerson & McKim* Capstan *md* and Rudder *md* Pumps *5 in dia*  
Engine Room Skylights.—How constructed? *Seal as in ordinary* How secured in ordinary weather? *filled*  
What arrangements for deadlights in bad weather? *13 in above deck protected with strong brass plate*  
Coal Bunker Openings.—How constructed? *Chest in iron & 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? *Freeing ports & scuppers*  
Cargo Hatchways.—How formed? *Plate craming to lower edge of beam*  
State size Main Hatch *6.0 x 5.3* Hatch *Quarterhatch*  
If of extraordinary size, state how framed and secured? *Not extraordinary size*  
What arrangement for shifting beams? *Fixed hatch*  
Hatches, If strong and efficient? *Fixed hatch*

Order for Special Survey No. *465*  
Date *23<sup>rd</sup> Jan 1885*  
Order for Ordinary Survey No. *23*  
Date *23<sup>rd</sup> Jan 1885*  
No. *23* in-builder's yard.  
State dates of letters respecting this case *22<sup>nd</sup> January 1885*  
1st. On the several parts of the frame, when in place, and before the plating was wrought } 1885 Feb 18. 21. 26. 27. Mar 4. 6. 11. 13. 19. 24.  
2nd. On the plating during the process of riveting } 27. 31. Apr 2. 6. 9. 13. 23. 28. May 1. 5. 7. 11. 12.  
3rd. When the beams were in and fastened, and before the decks were laid.... } 13. 15. 20. 25. 28. June 1. 3. 5. 9. 17. 20. 27. July.  
4th. When the ship was complete, and before the plating was finally coated or cemented.. } 6. 9. 15.  
5th. After the ship was launched and equipped

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 proved as having been subjected to the rupture 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.*

State if one, two, or three decked vessel, or if open, or awning decked, and the length of poop, bridge, forecabin, or raised quarter deck. (If double bottom state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*  
I am of opinion this Vessel should be Classed *2-100 A*  
The amount of the Entry Fee .....£ 2 : 0 : 0 is received by me, *Q. Morp*  
Special .....£ 10 : 4 : 0 14<sup>th</sup> July 1885  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £2.2.0).  
Committee's Minute  
Character assigned  
*100 A 1 Steel*  
*L. P. N.*  
*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 100 A 1 Steel recommended.*  
*Lloyd's Register Foundation*