

# IRON SHIP.

(Received at London Office, 1884)

No. *6453* Survey held at *Dumbarton* Date, First Survey *20<sup>th</sup> May/84* Last Survey *28<sup>th</sup> Nov 1884*

On the Ship *"Derwent"*

TONNAGE under Tonnage Deck *1805.35*  
 Ditto of Third, Spar, or Awning Deck. *86*  
 Ditto of Poop, or Raised Quarter Deck. *34*  
 Ditto of Houses on Deck. *87.34*  
 Ditto of Forecastle. *28.99*  
 Gross Tonnage *1968.85*  
 Less Crew Space  
 Less Engine Room  
 Register Tonnage as cut on Beam *1889.86*

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

Half Breadth (moulded) *19.97*  
 Depth from upper part of Keel to top of Upper Deck Beams *26.12*  
 Girth of Half Midship Frame (as per Rule) *41.31*  
 1st Number *87.4*  
 1st Number, if a 2 Decked Vessel deduct 7 feet  
 Length *261*  
 2nd Number *22811*  
 Proportions— Breadths to Length *6.54*  
 Depths to Length— Upper Deck to Keel *9.99*  
 Main Deck ditto

Master *J. R. Andrews*  
 Built at *Dumbarton*  
 When built *1884* Launched *20 Oct/84*  
 By whom built *Mr. Miller*  
 Owners *Derrett & Moore*  
 Residence *39 Finchchurch St. London E.C.*  
 Port belonging to *London*  
 Destined Voyage *Sydney*  
 If Surveyed while Building, Afloat, or in Dry Dock. *While Building Afloat*

LENGTH on deck as per Rule *261* Feet. Inches. BREADTH Moulded *39 11 1/2* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *23 11 1/2* Feet. Inches. Power of Engines *25 7 1/2* Horse. N° of Decks with flat laid *2* N° of Tiers of Beams *2*

| Dimensions of Ship per Register, length, breadth, depth,                               | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. | Inches in Ship. | Inches per Rule. |
|--|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| KEEL, depth and thickness  | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       |
| STEM, moulding and thickness   | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       |
| STERN-POST for Rudder do. do.  | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       | 12 x 2 5/8      | 12 x 2 5/8       |
| " " for Propeller  | 24              | 24               | 24              | 24               | 24              | 24               |
| Distance of Frames from moulding edge to moulding edge, all fore and aft               | 24              | 24               | 24              | 24               | 24              | 24               |
| FRAMES, Angle Iron, for 1/2 length amidships   | 5 1/2 x 3 1/2   | 5 1/2 x 3 1/2    | 5 1/2 x 3 1/2   | 5 1/2 x 3 1/2    | 5 1/2 x 3 1/2   | 5 1/2 x 3 1/2    |
| Do. for 1/2 at each end  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| REVERSED FRAMES, Angle Iron  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships       | 26              | 26               | 26              | 26               | 26              | 26               |
| " thickness at the ends of vessel  | 13              | 13               | 13              | 13               | 13              | 13               |
| " depth at 3/4 the half-bdth. as per Rule  | 13              | 13               | 13              | 13               | 13              | 13               |
| " height extended at the Bilges  | 5 1/2           | 5 1/2            | 5 1/2           | 5 1/2            | 5 1/2           | 5 1/2            |
| BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron | 9 1/2 x 9       | 9 1/2 x 9        | 9 1/2 x 9       | 9 1/2 x 9        | 9 1/2 x 9       | 9 1/2 x 9        |
| Single or double Angle Iron on Upper edge  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| Average space  | 48 ins          | 48 ins           | 48 ins          | 48 ins           | 48 ins          | 48 ins           |
| BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron        | 10              | 10               | 10              | 10               | 10              | 10               |
| Single or double Angle Iron on Upper Edge  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| Average space  | 48 ins          | 48 ins           | 48 ins          | 48 ins           | 48 ins          | 48 ins           |
| BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron                  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| Single or double Angle Iron on Upper Edge  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| Average space  | 48 ins          | 48 ins           | 48 ins          | 48 ins           | 48 ins          | 48 ins           |
| BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron              | 19 1/2          | 19 1/2           | 19 1/2          | 19 1/2           | 19 1/2          | 19 1/2           |
| Single or double Angle Iron on Upper Edge  | 13              | 13               | 13              | 13               | 13              | 13               |
| Average space  | 6               | 6                | 6               | 6                | 6               | 6                |
| KEELSONS Centre line, single or double plate, bon, or Intercoastal, Plates             | 13              | 13               | 13              | 13               | 13              | 13               |
| " Rider Plate  | 6               | 6                | 6               | 6                | 6               | 6                |
| " Bull Plate to Intercoastal Keelson   | 6               | 6                | 6               | 6                | 6               | 6                |
| " Angle Irons  | 6               | 6                | 6               | 6                | 6               | 6                |
| " Double Angle Iron Side Keelson   | 6               | 6                | 6               | 6                | 6               | 6                |
| " Side Intercoastal Plate  | 6               | 6                | 6               | 6                | 6               | 6                |
| " do. Angle Irons  | 6               | 6                | 6               | 6                | 6               | 6                |
| " Attached to outside plating with angle iron  | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    | 3 1/2 x 3 1/2   | 3 1/2 x 3 1/2    |
| BILGE Angle Irons  | 6               | 6                | 6               | 6                | 6               | 6                |
| " do. Bulb Iron  | 10              | 10               | 10              | 10               | 10              | 10               |
| " do. Intercoastal plates riveted to plating for length                                | 6               | 6                | 6               | 6                | 6               | 6                |
| BILGE STRINGER Angle Irons   | 6               | 6                | 6               | 6                | 6               | 6                |
| Intercoastal plates riveted to plating for length                                      | 6               | 6                | 6               | 6                | 6               | 6                |
| SIDE STRINGER Angle Irons  | 6               | 6                | 6               | 6                | 6               | 6                |
| Bulb full 10 x 7 1/2 Int. width 8  | 6               | 6                | 6               | 6                | 6               | 6                |

The FRAMES extend in one length from *middleline* to *gunwale*  
 The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Bilge & thence to and to up. sk*  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*  
 PLATING. Garboard, double riveted to Keel, with rivets *1/4* in. diameter, averaging *6 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 *1/6* thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets *7/8* in. diameter, averaging *3 1/2* 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.  
 " Lower Edge of Main Sheerstrake, double ~~single~~ riveted *at up. 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 *length*  
 " Breadth of laps of plating in double riveting *6 1/2* Breadth of laps of plating in single riveting *Yes*  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *the & don* No. of Breasthooks, *6* Crutches, *Deep floor*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Mossend Coats*  
 Manufacturer's name or trade mark, *"Iron", "Middlebrook", "F. H. & Co."*  
 The above is a correct description.  
 Builder's Signature, *Mr. Miller* Surveyor's Signature, *J. Dodd*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



6753-GL

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 Iron & 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. Are built in accordance with the approved drawing of masts & spars and the instructions contained in Secretary's letter of 12<sup>th</sup> June 1884. Iron used "West Stockton Mast" and tested as required by the Rules & found satisfactory.

| NUMBER for EQUIPMENT 243316 |  | Fathoms. | Inches.   | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntd. | ANCHORS.   | No.     | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested & Suprntd. |
|-----------------------------|--|----------|-----------|-----------------------|------------------|---------------------------------|--|---------|--------------------|-----------------------|-----------------------|---------------------------------|
| SAILS.                      |  |          |           |                       |                  |                                 |  |         |                    |                       |                       |                                 |
| CABLES, &c.                 |  | 135 3/4  | 2"        | 72                    | 270              | Rehman                          | Bower Anchors  | 8863    | 38.3.14            | 35.0.3.1              | 38                    | Rehman                          |
| Chain .....                 |  | 135 3/4  | 2"        | 72                    | 270              | Rehman                          | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) | 8844    | 37.1.0             | 33.19.3.0             | total 108 1/2         | E. R. Smith                     |
| Fore Sails,                 |  | 903      | 14 266    | 14 261                | 75.176           | Rehman                          | See Sec 18   | 18188   | 32.0.18.30.6.1.0   | 30.6.1.0              | 11 1/2                | Rehman                          |
| Fore Top Sails,             |  | 756      | 176       | 30.4                  | 90.12.4          | Rehman                          | Letter   | 25/9/84 | 1870               | 11.3.16/13.17.2.0     | 5 3/4                 | Rehman                          |
| Fore Topmast Stay Sails,    |  | 90       | 136 12    |                       | 90.11            | Rehman                          | Stream Anchor  | 1871    | 5.1.25.7.16.1.0    | 5 3/4                 | 2 3/4                 | Rehman                          |
| Main Sails,                 |  | 75       | 4" steel  |                       | 90.11            | Rehman                          | Kedge  | 1872    | 3.0.2.3.12.0.2     | 2 3/4                 |                       | Rehman                          |
| Main Top Sails,             |  | 15       | 12 Manila |                       | 90.7             | Rehman                          | 2nd Kedge  | 1872    | 3.0.2.3.12.0.2     | 2 3/4                 |                       | Rehman                          |
| and spare                   |  | 90       | 7         | 90.4 1/2              |                  | Rehman                          |  |         |                    |                       |                       |                                 |
| quality good                |  | 90       | 7         | 90.4 1/2              |                  | Rehman                          |  |         |                    |                       |                       |                                 |

Standing and Running Rigging wire hemp sufficient in size and good in quality. She has 2 Long Boat and 2 others

The Windlass is in 1st class patent Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 5 Scuppers, 6 water or wash ports and 3 mooring pipes

Cargo Hatchways. How formed?

As usual

State size Main Hatch 15' 10" x 12 ft Fore hatch 8 ft x 6 ft Quarter hatch 10 ft x 8 ft

If of extraordinary size, state how framed and secured? One shifting web and 3 fore rafters

What arrangement for shifting beams?

Hatches. If strong and efficient?

Solid. Yes.

Order for Special Survey No. 1943

Date 9<sup>th</sup> May 1884

Order for Ordinary Survey No. 1

Date

No. 258 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid...
- 4th. When the ship was complete, and before the plating was finally coated or cemented...
- 5th. After the ship was launched and equipped

Specially Surveyed: 1884 - May 20, 25, 27, 30, June 3, 6, 10, 13, 18, 20, 24, 27, July 2, 4, 9, 15, 17, 29, 31, Aug 6, 8, 12, 13, 14, 19, 21, 27, 29, Sep 3, 5, 9, 12, 16, 20, 23, 24, 26, 30, Oct 3, 7, 10, 14, 16, 21, 24, 27, 28, 31, Nov 7, 11, 14, 18, 21, 25

State dates of letters respecting this case 10, 21, 29 May, 4, 7, 16, 27 June & 25 Sep 1884.

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

The workmanship is good and the vessel has been built in accordance with the approved tracings (3 in number), and with the instructions contained in the letters above referred to and otherwise in accordance with the requirements of the Rules. The fore peak was filled with water and proved satisfactory.

Forecastle 36 ft with 4 ft wings at side. Poop 36 ft including overhang & side wings 4 ft long. House (Iron) forward 39 ft x 13 1/4 ft and House aft (Iron) 14 ft x 14 ft.

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 form.)

How are the surfaces preserved from oxidation? Inside Portland Cement 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,

Special £ 42 :- :- 28/11/1884

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

TUESDAY 2 DEC 1884 18

100A/1 LADP

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

Lloyd's Register Foundation