

# IRON SHIP.

(Received at London Office, 1884)

No. *6453* Survey held at *Dumbarton* Date, First Survey *20<sup>th</sup> May 1884* 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 Forward Cab. *34*

Ditto of Houses on Deck. *27*

Ditto of Forecastle *29*

Gross Tonnage *1968.85*

Less Crew Space *179.09*

Less Engine Room *1889.86*

Register Tonnage as out 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 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 *9.99*

Master *J. R. Andrews*

Built at *Dumbarton*

When built *1884* Launched *20 Oct 1884*

By whom built *McMillan & Co.*

Owners *Devitt & Moore*

Residence *39 Finchurch 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	Feet. <i>261</i>	Inches.	BREADTH Moulded	Feet. <i>39</i>	Inches. <i>11 1/2</i>	DEPTH top of Floors to Upper Deck Beams	Feet. <i>23</i>	Inches. <i>11 1/2</i>	Power of Engines	Horse. <i>✓</i>	Nº of Decks with flat laid	Nº of Tiers of Beams
Dimensions of Ship per Register, length,	<i>275</i>		breadth,	<i>40.2</i>		depth,	<i>23.75</i>		<i>Moulded depth 25.7 1/2</i>			

KEEL, depth and thickness	Inches in Ship	Inches per Rule	Flat Keel Plates, breadth and thickness	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
STEM, moulding and thickness	<i>12 x 2 5/16</i>	<i>12 x 2 5/16</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
STERN-POST for Rudder do. do.	<i>12 x 2 5/16</i>	<i>12 x 2 5/16</i>	From Garboard to upper part of Bilges	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
" " for Propeller	<i>12 x 2 5/16</i>	<i>12 x 2 5/16</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	From up. prt of Bilge to l. edge of Sh'rstrake	<i>36</i>	<i>12</i>	<i>36</i>	<i>12</i>
FRAMES, Angle Iron, for 3/4 length amidships	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>8</i>
Do. for 1/2 at each end	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>26</i>	<i>10</i>	<i>26</i>	<i>10</i>	<i>26</i>	<i>10</i>	<i>10</i>
" thickness at the ends of vessel	<i>13</i>	<i>8</i>	<i>13</i>	<i>8</i>	<i>13</i>	<i>8</i>	<i>8</i>
" depth at 3/4 the half-bdth. as per Rule	<i>13</i>	<i>8</i>	<i>13</i>	<i>8</i>	<i>13</i>	<i>8</i>	<i>8</i>
" height extended at the Bilges	<i>5.2</i>	<i>5.2</i>	<i>5.2</i>	<i>5.2</i>	<i>5.2</i>	<i>5.2</i>	<i>5.2</i>
BEAMS, Upper, Spar, or Awning Deck	<i>9 1/2</i>	<i>9</i>	<i>9 1/2</i>	<i>9</i>	<i>9 1/2</i>	<i>9</i>	<i>9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
Single or double Angle Iron on Upper edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>
BEAMS, Main, or Middle Deck	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Single or double Angle Iron on Upper Edge	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Average space	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
BEAMS, Lower Deck	<i>10 1/2</i>	<i>9</i>	<i>10 1/2</i>	<i>9</i>	<i>10 1/2</i>	<i>9</i>	<i>9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
Single or double Angle Iron on Upper Edge	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>7</i>
Average space	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>	<i>48 ins</i>
BEAMS, Hold, or Orlop	<i>19 1/2</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>13</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>19 1/2</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>13</i>
Single or double Angle Iron on Upper Edge	<i>19 1/2</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>13</i>
Average space	<i>19 1/2</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>13</i>
KEELSONS Centre line, single or double plate, long, or Intercoastal, Plates	<i>19 1/2</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>19</i>	<i>13</i>	<i>13</i>
" Rider Plate	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>
" Bull Plate to Intercoastal Keelson	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" Angle Irons	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" Side Intercoastal Plate	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" do. Angle Irons	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" Attached to outside plating with angle iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>8</i>
BILGE Angle Irons	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
" do. Bulb Iron	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
" do. Intercoastal plates riveted to plating for length	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
BILGE STRINGER Angle Irons	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
Intercoastal plates riveted to plating for length	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
SIDE STRINGER Angle Irons	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>
Bulb full l. - 10 x 2 7/16 Int. width	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	<i>9</i>	<i>9</i>

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Bilge & hence to* and to *up. sk*

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 *1/4* in. diameter, averaging *6 1/4* 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 ~~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.

Edges 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 *✓*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *tre & 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, *McMillan & Co.* Surveyor's Signature, *J. Dodd*

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

No. 1 for Iron Ships - 150 - 27/84 - Transfer Ink.

6753 JG

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*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	135 3/4	2"	72	270	Rehman	8863	38.3.14	35.0.3.01	38	38	Rehman	
	Fore Top Sails,	Iron Stream Chain	142 1/2	1 1/2"	100.8	270	by Lewis	8844	37.1.0	33.19.3.0	total	108 1/2	E. R. Smith	
	Fore Topmast Stay Sails,	or Steel Wire	75 1/2	1 1/2"	20.3	75-176	see Secy's letter	18188	32.0.18.30.6.1.0	30.6.1.0				
	Main Sails,	or Hempen Strm Cable	90	1 1/2"	30.4	90-12.04	25/9/84	1870	11.3.16/3.17.2.0	11 1/2	Rehman			
	Main Top Sails, and spare	Towline, Hemp. or Steel Wire	75	4"	90.12.04	90-11	Stream Anchor	1871	5.1.25.7.16.1.0	5 3/4	D. G.			
		Hawser	15	1 1/2"	90.5	90.7	Kedge	1892	3.0.2.5.12.0.2	2 3/4	Lewis			
		Warp	90	11"	90.4 1/2		2nd Kedge							

Standing and Running Rigging *wire hemp* sufficient in size and *g<sup>d</sup>* in quality. She has *2* Long Boat and *2* others

The Windlass is *M<sup>r</sup> Onis patent* Capstan *g<sup>d</sup>* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed?  How secured in ordinary weather?

What arrangements for deadlights in bad weather?  How are lids secured?  Height above deck?

Coal Bunker Openings.—How constructed?  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* Forehatch *8 ft x 6 ft* Quarterhatch *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? *Solid. Yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1943	9 <sup>th</sup> May 1884			258	10, 21, 29 <sup>th</sup> May, 4, 7, 16, 27 June & 25 <sup>th</sup> Sep <sup>r</sup> 1884.
1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>Specially Surveyed - 1884 - May 20, 25</i> 2nd. On the plating during the process of riveting } <i>27, 30, June 3, 6, 10, 13, 18, 20, 24, 27, July 2, 4, 9,</i> 3rd. When the beams were in and fastened, and before the decks were laid... } <i>15, 17, 29, 31, Aug 6, 8, 12, 13, 14, 19, 21, 27, 29, Sep. 3, 5, 9, 12, 16</i> 4th. When the ship was complete, and before the plating was finally coated or cemented... } <i>20, 23, 24, 26, 30, Oct 3, 7, 10, 14, 16, 21, 24, 27, 28, 31;</i> 5th. After the ship was launched and equipped } <i>Nov 7, 11, 14, 18, 21, 25</i>					

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. overhang of side wings 4 ft long. and house aft (Iron) 14 ft x 14 ft. Poop 36 ft including House (Iron) forward 39 ft x 13 1/4 ft.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, 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 .....£ *42* : - : - is received by me, *J. A. Dodd*  
Special .....£ *42* : 5 : - *28/11/ 1884*

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ .....).  
Committee's Minute *TUESDAY 2 DEC 1884 18*  
Character assigned *100 A.1*  
*R. W. M.*  
*L. A. D.*

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

