

IRON SHIP.

(Received at London Office, ...)

No. *6944* Survey held at *Glasgow* Date, First Survey *4th Sept 1884* Last Survey *29th March 1885*

On the *Iron Steamer "Oberon"*

PLANS 8.63

Tonnage under Tonnage Deck	58.14
Ditto of Third Space or Awaiting Deck	20.29
Ditto of Poop, or Revised Q. Dk.	44.08
Ditto of Houses on Deck	13.41.17
Ditto of Forecastle	48.86
Gross Tonnage	
Less Crew Space	

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

Half Breadth (moulded)	14.90
Depth from upper part of Keel to top of Upper Deck Beams	23.20
Girth of Half Midship Frame (as per Rule)	36.55
1st Number	47.65
2nd Number	14859
Length	230.00
2nd Number	14859
Proportions— Breadths to Length	6.42
Depths to Length—Upper Deck to Keel	9.91

Master *H. McCallum*
 Built at *Glasgow*
 When built *1885* Launched *2nd April*
 By whom built *Ally Stephen & Sons*
 Owners *P. H. Dixon & Co.*
 Residence *Glasgow*
 Port belonging to *Glasgow*
 Destined Voyage *Sydney*
 If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey

LENGTH on deck as per Rule	230.0	BREADTH— Moulded	35.8	DEPTH top of Floors to Upper Deck Beams	21.2	Power of Engines		Horse		N° of Decks with flat laid	2	N° of Tiers of Beams	2
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Dimensions of Ship per Register, length, *238.5* breadth, *36.1* depth, *21.0*

	Inches in Ship			Inches per Rule			Class 100A		
	Inches	Inches	16ths	Inches	Inches	16ths	Inches	Inches	16ths
KEEL, depth and thickness	9	2 1/2		9	2 1/2		9	2 1/2	
STEM, moulding and thickness	8 1/2	2 1/2		8 1/2	2 1/2		8 1/2	2 1/2	
STERN-POST for Rudder do. do.	4 1/2	3		4 1/2	3		4 1/2	3	
" " for Propeller									
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			24		
FRAMES, Angle Iron, for 2/3 length amidships	5	3	8	5	3	8	5	3	8
Do. for 1/3 at each end	5	3	4	5	3	4	5	3	4
REVERSED FRAMES, Angle Iron	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	9		24	9		24	9	
" thickness at the ends of vessel		7			7			7	
" depth at 3/4 the half-bdth. as per Rule	12			12			12		
" height extended at the Bilges	48			48			48		
BEAMS, Upper, Spar, or Awaiting Deck	8 1/2	8		8 1/2	8		8 1/2	8	
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	4	3	3	4	3	3	4
Single or double Angle Iron on Upper edge									
Average space	40			48			48		
BEAMS, Main, or Middle Deck	8 1/2	8		8 1/2	8		8 1/2	8	
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	4	3	3	4	3	3	4
Single or double Angle Iron on Upper Edge									
Average space	48			48			48		
BEAMS, Hold, or Galop	8 1/2	8		8 1/2	8		8 1/2	8	
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	4	3	3	4	3	3	4
Single or double Angle Iron on Upper Edge									
Average space	48			48			48		
KEELSONS Centre line, single or double plate, bon, or Intercoastal, Plates	14	12		14	12		14	12	
" Rider Plate	11	12		11	12		11	12	
" Bulb Plate to Intercoastal Keelson									
" Angle Irons	5	4	9	5	4	9	5	4	9
" Double Angle Iron Side Keelson									
" Side Intercoastal Plate		8			8			8	
" do. Angle Irons	5	4	9	5	4	9	5	4	9
" Attached to outside plating with angle iron	3 1/2	3	8	3 1/2	3	8	3 1/2	3	8
BILGE Angle Irons	5	4	9	5	4	9	5	4	9
" do. Bulb Iron									
" do. Intercoastal plates riveted to plating for length									
BILGE STRINGER Angle Irons	5	4	9	5	4	9	5	4	9
" Intercoastal plates riveted to plating for length									
SIDE STRINGER Angle Irons	5	4	9	5	4	9	5	4	9

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* in. Rivets, about *4* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to Upper Deck* and to *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 *1/8* in. diameter, averaging *5 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 *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/8* 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 *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 or single riveted. ~~Upper Sheerstrake, double or single riveted.~~

" Butts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting *5 1/2* ins. Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *4* Crutches, *6*

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

Manufacturer's name or trade mark, *Girdlestone, Moss, and Coats.*

The above is a correct description.

Builder's Signature, *Ally Stephen & Sons* Surveyor's Signature, *J. J. House*

