

Steel IRON SHIP.

(Required at London Office) TUESDAY 1 FEB 1887

No. 4484 Survey held at Glasgow Date, First Survey 25th Nov. 1885 Last Survey 27th January 1887
On the S.S. "Queen Victoria"

TONNAGE under Tonnage Deck 1999.34
Ditto of Third, Spar, Bridge 179.31
Ditto of Poop, on Raised Or. Dk. 71.76
Ditto of Houses on Deck 4.70
Ditto of Forecastle 42.44
Gross Tonnage 2311.54
Less Crew Space 65.43
Less Engine Room 732.64
Register Tonnage as cut on Beam 1586.42

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) 19.4
Depth from upper part of Keel to top of Upper Deck Beams 26.14
Girth of Half Midship Frame (per Rule) 41.41
1st Number 86.85
1st Number of a 3-Decked Vessel deduct 7 feet 7.00
Length 288.5
2nd Number 23036
Proportions— Breadths to Length 7.43
Depths to Length—Upper Deck to Keel 11.07
Main Deck ditto 15.56

Master J. A. Oregon 1884-1887
Built at Glasgow
When built 1887 Launched 12th Jan 2
By whom built A. Stephen & Sons
Owners Thos. Dunlop & Sons
Residence Glasgow
Port belonging to Glasgow
Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	288	6	Moulded	38	9 1/2	top of Floor to Upper Deck Beams	22	6 1/2	Engines	240	Two	Three
Do. do. Main Deck Beams							15	8 1/2				
Dimensions of Ship per Register, length, 290.0 breadth, 39.0 depth, 22.5												
Moulded depth 25.3 1/2												
KEEL, depth and thickness	2 bars											
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Steel, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron Steel												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 1/2 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Angle Iron, Plate or Tee Bulb												
Single or double Angle Steel on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Angle Iron, Plate or Tee Bulb												
Single or double Angle Steel on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or double Angle Iron, Plate or Tee Bulb												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double Angle Iron, Plate or Tee Bulb												
Single or double Angle Steel on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for 3/5 length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from keel to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck str. A. 1. and to upper deck 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 1/8 in. diameter, averaging 5 1/8 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 half length, treble riveted with Butt Straps 2 1/2 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 3/5 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 1/2 length.
" Breadth of laps of plating in double riveting 5 1/2 6 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? No. of Breasthooks, Six Crutches, Four
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild Steel. Siemens process.
Manufacturer's name or trade mark, Bolehow, Vaughan, Hies; Mossend; Dalzell; and Consett.
The above is a correct description.
Builder's Signature, A. Stephen & Sons
Surveyor's Signature, J. Thomson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 7783 *gls*
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 in the butts only*

Masts, Bowsprit, Yards, &c., are *steel and pine* 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 *Two pole masts of steel, as per approved sketch*

Plates branded Clydesdale Steel

NUMBER for EQUIPMENT (S) 26533		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.		CABLES, &c.											
N ^o .		Chain	270	1 13/16	59 1/2	270-1 13/16	<i>Glasgow</i>	1511	32-3-6	30-13-3-0	32-1-0	<i>Glasgow</i> <i>J. Dunhouse</i>	
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					<i>Bower Anchors</i>						
	Fore Top Sails,	Iron Stream Chain	75	1 1/8	22 3/4	75-1 1/8	<i>8. Leadline</i>	1512	31-2-25	29-18-3-0	32-1-0		
	Fore Topmast Stay Sails,	or Steel Wire ..					<i>Dec. 1886</i>	1506	27-1-23	26-15-0-0	27-1-0		
		or Hempen Strm }											
		Cable											
		Towline, Hemp .	90	4	33	90-4							
		or Steel Wire ..											
	Main Sails,	Hawser	90	9 1/2		90-9 1/2	<i>Stream Anchor</i>	1514	11-0-3	12-17-2-0	10-2-0		
	Main Top Sails,	Warp <i>Steel Wire</i>	90	2 1/2	12 1/2	90-7 1/2	<i>Hemp</i>	1515	5-0-5	7-7-2-0	5-1-0		
	and	quality <i>Good</i>	120 each of 6 1/2" <i>Hemp</i>										
							<i>2nd Kedge</i> ...	1516	2-2-5	5-0-0-1	2-2-0		

Standing and Running Rigging *wire and hemp* sufficient in size and *good* in quality. She has *1 life* Long Boat and *3 others*.
The Windlass is *Clarke, Chapman & Co.* Capstan and Rudder *Good* Pumps *Good*
Engine Room Skylights. How constructed? *Leak on trunk bulkheads* How secured in ordinary weather? *By slide bars*
What arrangements for deadlights in bad weather? *Solid shutters fitted with bull's eyes.*
Coal Bunker Openings. How constructed? *Iron comings* How are lids secured? *Hatch Bars* Height above deck? *12"*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side, 6 ports, 4 mooring pipes, and scuppers.*
Cargo Hatchways. How formed? *Of plates and angles fitted in the usual manner.*
State size Main Hatches *24-0 x 13-0* Fore hatch *12-0 x 10-0* Quarter hatch *20-0 x 12-0*
If of extraordinary size, state how framed and secured? *In 24 ft hatch, 2 deep web plates and 3 fore & afters; 20 ft hatch, 1 web plate and 3 fore & afters; 16 ft hatch 1 web plate and 1 fore & after; and 12 ft hatch 1 shifting beam and 1 fore & after.*
Matches, If strong and efficient? *Solid 3" pine*

Order for Special Survey No. *2050*
Date *20th Novemr. 1885*
Order for Ordinary Survey No. *987*
Date *9/8*
No. *299* in builder's yard.
State dates of letters respecting this case *Secretary's 19th and 27th Nov. 1885, and 30th Jan & 24th March 1886.*

1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>1885:- Nov 25 Dec 1, 4, 7, 14, 17, 21, 23, 29, 31. 1886:- Jan 11, 14.</i>
2nd.	On the plating during the process of riveting	<i>14, 22, 27. Feb. 1, 4, 13, 16, 18, 22, 24. Mar. 1, 5, 10, 11, 15, 18, 22, 25, 29. April</i>
3rd.	When the beams were in and fastened, and before the decks were laid, ...	<i>1, 5, 9, 12, 15, 19, 22, 27. May 3, 6, 10, 13, 17, 24, 27. June 2, 7, 10, 14, 21, 23, 24, 29.</i>
4th.	When the ship was complete, and before the plating was finally coated or cemented...	<i>July 1, 6, Aug. 3, 11. Sept. 1, 7, 10, 14, 17, 21, 23. Oct. 1, 6, 11, 14, 19, 22, 26. Nov.</i>
5th.	After the ship was launched and equipped	<i>1, 4, 9, 11, 15, 22, 29. Dec. 1, 6, 13, 16, 20, 27. 1887:- Jan 7, 11, 18, 27.</i>

General Remarks (State quality of workmanship, &c.) *The workmanship and material are of the best quality.*
This vessel is built of steel, in accordance with the enclosed tracings (3 in No. 1), the Secretary's letters referred to above, and in general conformity with the Rules for the class contemplated.
The steel used in its construction has been tested at the works of the Manufacturers by the Surveyors to this Society.

29 ft. 7 ft. 35 1/2 ft.
State if one, two, or three decked vessel, or if spar, or acorn decked; and the lengths of poop, bridge, forecabin, and raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *By cement and paint* Outside *By paint*
I am of opinion this Vessel should be Classed *100 A. 1.*
The amount of the Entry Fee£ *5* is received by me, *J. Thomson*
Special£ *81* 3/4 *31/11 1884*
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute *TUESDAY 1 FEB 1887* 18
Character assigned *100 A. 1. Steel*
2 Dns (1 Steel 1 ft Steel) 3 Dns
It is submitted that this vessel appear eligible to be classed + 100 A. 1. Steel as recommended
2 Dns. (1 Steel, 1 ft Steel)
3 Dns same
Lloyd's Register
Foundation
1/2/87