

## IRON SHIP.

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8165

1882

Survey held at Port Glasgow, Glasgow, First Survey 15th July 1881 Last Survey 25th April 1882  
 the Iron S. S. "Quiraing" (29 visits)

NAGE under } 1052.44 ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 Tonnage Deck }  
 of Third, Spar, }  
 of Poop, or }  
 of Houses }  
 on Deck }  
 of Forecastle }  
 Tonnage }  
 new Space }  
 engine Room }  
 Tonnage }  
 on Beam }

Half Breadth (moulded) .. .. . 15.54  
 Depth from upper part of Keel to top of Upper Deck Beams 21.88  
 Girth of Half Midship Frame (as per Rule) .. . 34.41  
 1st Number .. .. . 71.83  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓  
 Length .. .. . 217.5  
 2nd Number .. .. . 15623.  
 Proportions— Breadths to Length.. .. . under 4  
 Depths to Length—Upper Deck to Keel.. .. . under 10  
 Main Deck ditto .. .. . ✓

Master S. B. Irvine  
 Built at Port Glasgow.  
 When built 1881-82. Launched 22nd Decr/81.  
 By whom built Messrs Blackwood & Gordon  
 Owners Australasian Steam Navigation Co.  
 Residence Sydney N.S.W.  
 Port belonging to Sydney  
 Destined Voyage Sydney.  
 If Surveyed while Building, Afloat, or in Dry Dock.  
 While Building and afloat also in dry dock

Feet. Inches. BREADTH— Moulded... 31 1  
 DEPTH top of Floors to Upper Deck Beams .. 20 0 1/2  
 Do. do. Main Deck Beams.....  
 Power of Engines ... 200  
 No. of Decks with flat laid 2  
 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 220.25 breadth, 31.1 depth, 19.9

depth and thickness S.S. opposite flat Keel. 8 x 2 1/2  
 moulding and thickness... 8 x 5  
 POST for Rudder do. do. 8 x 5  
 " for Propeller ... 23  
 of Frames from moulding edge to ... 23  
 ding edge, all fore and aft ...

ES, Angle Iron, for 2/3 length amidships ... 4 1/2 3 8  
 or 1/2 at each end ... 4 1/2 3 7  
 USED FRAMES, Angle Iron ... 3 3 7  
 S, depth and thickness of Floor Plate ... 22 x 9  
 d line for half length amidships ... 22 x 9  
 thickness at the ends of vessel ... 22 x 9  
 depth at 3/4 the half-bdth. as per Rule ... 22 x 9  
 height extended at the Bilges... 22 x 9

S, Upper, Spar, or Awning Deck ... 7 x 7  
 double Angle Iron, Plate or Tee Bulb Iron ... 3 3 6  
 double Angle Iron on Upper edge ... 46 ins.  
 age space... 46 ins.

S, Main, or Middle Deck ... 7 x 7  
 double Angle Iron, Plate or Tee Bulb Iron ... 3 3 6  
 double Angle Iron on Upper Edge ... 46 ins.  
 age space... 46 ins.

S, Lower Deck ... 7 x 7  
 double Angle Iron, Plate or Tee Bulb Iron ... 3 3 6  
 double Angle Iron on Upper Edge ... 46 ins.  
 age space... 46 ins.

S, Hold, or Orlop ... 7 x 7  
 double Angle Iron, Plate or Tee Bulb Iron ... 3 3 6  
 double Angle Iron on Upper Edge ... 46 ins.  
 age space... 46 ins.

SONS Centre line, single or double plate, ... 26 x 7  
 box, or Intercoastal, Plates ... 27 x 8  
 Rider Plate ... double bottom as per mid section  
 Bulb Plate to Intercoastal Keelson ... 5 3 1/2 9

Angle Irons ... 5 3 1/2 9  
 Double Angle Iron Side Keelson ... 6  
 Side Intercoastal Plate angle iron ... 3 3 6  
 do. Angle Irons ... 3 3 6

Attached to outside plating with angle iron ... 6  
 Angle Irons ... 6  
 do. Bulb Iron ... 7  
 do. Intercoastal plates riveted to ... 7

plating for length ...  
 STRINGER Angle Irons ... 5 3 1/2 9  
 Intercoastal plates riveted to plating for ...  
 length ...

STRINGER Angle Irons ... 5 3 1/2 9  
 AMES extend in one length from Bilge to Bilge  
 REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck stringer and to 6" above L & S alternately

SONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes.

NG. Garboard, double riveted to Keel, with rivets 1" in. diameter, averaging 45 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 32 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 3 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 or single riveted; with rivets 3/4 in. diameter, averaging 32 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, treble riveted for 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 4 1/2, 5 1/4 Breadth of laps of plating in single riveting ✓

Laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as required No. of Breasthooks, 2 Crutches, 2

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? good.

Manufacturer's name or trade mark, Angle iron from Colville and plates from Consett Iron Co.

Signature, J. L. Irvine Surveyor's Signature, J. L. Irvine

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

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Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where possible*  
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? *In a few cases at the butts only.*

Masts, Bowsprit, Yards, &c., are *of Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings  
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 Material  
and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit

*Rig - Brig.*

NUMBER for EQUIPMENT 17185		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight. Ex Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
No.	CABLES, &c.											
	Chain ... 6944	135-2	1 7/8	4.2	1 7/8	retained	Bower Anchors	12304	23-1-20	23-10-0-0	23 1/2	
	Iron Stream Chain	134.5	"	43.18-00	1 7/8	retained	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	12306	23-1-16	23-10-0-0		
Fore Sails,	or Steel Wire	75	1	18-0-0-0	75-1			12305	20-3-0	21-8-0-14		
Fore Top Sails,	or Hempen Strm											
Fore Topmast Stay Sails,	Cable											
	Towline, Hemp.	90	10		90-10							
	or Steel Wire											
Main Sails,	Hawser	90	8		90-8		Stream Anchor	12054	8-0-1	10-5-0-0	8-0-0-0	
Main Top Sails,	Warp	90	6		90-6		Kedge	12233	4-0-0	6-7-2-0	4-0-0-0	
and	quality good	90	6				2nd Kedge	12236	2-0-0	4-10-0-0	2-0-0-0	

Standing and Running Rigging *wire & Hempen* sufficient in size and *good* in quality. She has *6* Long Boats and *4* of iron and *2* of wood  
The Windlass is *efficient* *Capstan* *efficient* and Rudder *efficient* Pumps *efficient*

Engine Room Skylights. How constructed? *Seak framing on deep iron Comings on bridge deck* How secured in ordinary weather? *By bars and fly me*

What arrangements for deadlights in bad weather? *none required* Strong and close spaced barred frames Height above deck? *flush*

Coal Bunker Openings. How constructed? *Iron glands in deck* How are lids secured? *By cheeks*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *no bulwarks, excepting small pa*  
*aft. guard rails elsewhere; 6 pairs of scuppers.*

Cargo Hatchways. How formed? *By plate Comings*  
State size Main Hatch *13.5 x 10.0* Fore hatch *7.6 x 6.0* Quarter hatch *11.5 x 9.10*

If of extraordinary size, state how framed and secured? *Shifting beam in main hatchway and Strong fore & aft*

What arrangement for shifting beams? *screw bolts*

Hatches. If strong and efficient? *yes.*

Order for Special Survey No. *1029* *Specially Surveyed 1881-82*  
Date *12 Oct 1881* 1st. On the several parts of the frame, when in place, and before the plating was wrought *1881-July 15, 19, 27; Aug 4, 9, 17, 29; Sept 9, 22; Oct 6, 19*

Order for Ordinary Survey No. *172* 2nd. On the plating during the process of riveting *Nov 2, 21; Dec 16, 21*

Date *✓* 3rd. When the beams were in and fastened, and before the decks were laid... *1882-Jan 11, 13, 19; Feb 7, 15; March 3, 15; April 17, 1882*

No. *172* in builder's yard. 4th. When the ship was complete, and before the plating was finally coated or cemented.. *17, 18, 22*

General Remarks (State quality of workmanship, &c.) *Workmanship and Materials good*

*This Iron Screw Steamer has been constructed in accordance with the Rules and the accompanying tracings 2 No. which were submitted and approved on the 16th April 1881, please see the Asst. Secretary's Letter of that date; the whole of the Committee's requirements as stated therein have been complied with.*

*She is constructed with a topgallant fore castle and bridge also to carry water ballast all fore and aft; the Compartments of which have been tested in accordance with the Rules and proved tight.*

*This vessel was placed in dry dock for the examination of the bottom and also found satisfactory. Recoated bottom &c.*

*Shade deck aft 65 ft. open deck 54 32 ft. bridge, fore-castle, quarter-deck. (If double bottom, state particulars on separate form)*

How are the surfaces preserved from oxidation? Inside *Cementing to bilge and coated with paint above* Outside *Coated with paint*

I am of opinion this Vessel should be Classed *90A.1.*

The amount of the Entry Fee ... *£ 5 : - : -* is received by me, *J. L. Minnett*

Special ... *£ 52 : 15 : 6* 24th April 1882

Certificate ... *gratis*

(Travelling Expenses, if any, £ ...)

Committee's Minute *Tuesday 25th April 1882*

Character assigned *90A.1*

*It is submitted that the vessel appears to comply with the Rules of Lloyd's Register of British and Foreign Shipping*

*Lloyd's Register*

*Foundation*

*90A.1*

*90A.1*

*90A.1*

*90A.1*

*90A.1*