

## IRON SHIP.

(Received at London Office, WEDNES. 11 MARCH, 1885)

No. 8846 Survey held at Port Glasgow Date, First Survey 7<sup>th</sup> Octr/84 Last Survey 7<sup>th</sup> March 1885  
On the Barque Victoria Bay (27 masts)

TONNAGE under Tonnage Deck 1073.41	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master Morrison
Ditto of Third, Spar, or Awning Deck.	Half Breadth (moulded) 17.42	Built at Port Glasgow
Ditto of Poop, or Raised Qr. Dk. 47.39	Depth from upper part of Keel to top of Upper Deck Beams 23.42	When built 1884-85 Launched 5 <sup>th</sup> Feby. 1885
Ditto of Houses on Deck 15.15	Girth of Half Midship Frame (as per Rule) 36.10	By whom built Russell & Co
Ditto of Forecastle 36.74	1st Number 76.94	Owners Hatfield Cameron
Gross Tonnage 1172.69	1st Number, if a 3-Decked Vessel deduct 7 feet	Residence Glasgow
Less Crew Space 574.44	Length 207.5	Port belonging to Glasgow
Less Engine Room	2nd Number 159.25	Destined Voyage Sydney
Register Tonnage as cut on Beam 1118.25	Proportions - Breadths to Length 5.9	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length - Upper Deck to Keel 8.8	While Building under special survey
	Main Deck ditto	

LENGTH on deck as per Rule 207.0	BREADTH Moulded 34.10	DEPTH top of Floors to Upper Deck Beams 21.5	Power of Engines 4	No. of Decks with flat laid 2	No. of Tiers of Beams 2
Dimensions of Ship per Register, length 215.8 breadth 35.1 depth 21.25 moulded depth 22.9					
KEEL, depth and thickness 8 1/2 x 2 1/2	STEM, moulding and thickness 8 x 2 1/2	STERN-POST for Rudder do. do. 8 x 2 1/2			
" " for Propeller 23					
Distance of Frames from moulding edge to moulding edge, all fore and aft 23					
FRAMES, Angle Iron, for 1/2 length amidships 5 3/8 x 3 1/8	Do. for 1/4 at each end 5 3/8 x 3 1/8				
REVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2					
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 - 9	thickness at the ends of vessel 12 - 7	depth at 1/2 the half-bdth. as per Rule 12 - 7	height extended at the Bilges 48 - 48		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/8 x 3 1/8	Single or double Angle Iron on Upper edge 46 - 46	Average space 16 - 12			
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/8 x 3 1/8	Single or double Angle Iron on Upper Edge 46 - 46	Average space 16 - 12			
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/8 x 3 1/8	Single or double Angle Iron on Upper Edge 46 - 46	Average space 16 - 12			
KEELSONS Centre line, single or double plate, 16 - 12	do. or Intercoastal, Plates 10 1/2 - 12	Bulb Plate to Intercoastal Keelson 5 3/4 x 9	Double Angle Iron Side Keelson 5 3/4 x 9	Side Intercoastal Plate 5 3/4 x 8	Attached to outside plating with angle iron 5 3/4 x 8
BILGE Angle Irons 5 3/4 x 9	do. Bulb Iron 5 3/4 x 9	do. Intercoastal plates riveted to plating for length 5 3/4 x 9	BILGE STRINGER Angle Irons 5 3/4 x 9	Intercoastal plates riveted to plating for length 5 3/4 x 9	SIDE STRINGER Angle Irons 5 3/4 x 9

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to each frame 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 358 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 358 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 358 ins. from centre to centre.

" Butts of three Strakes at Bilge for half 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 3 1/2 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

" Breadth of laps of plating in double riveting 5 1/4 1/2 Breadth of laps of plating in single riveting 5 1/4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, Fair Crutches, Three.

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

Manufacturer's name or trade mark, Angle & Bulb Iron, Dorman Long & Co. Middle Iron, Plates, Consell.

The above is a correct description.

Builder's Signature, Russell & Co. Surveyor's Signature, J. R. Rankin.

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



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are 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. The material from.

The fore & main masts are each 80 ft long. 28 in diam. 3 plates in the round. 7/16 thick. Mizzen mast 80 ft long. 23 in diam. 4 plates in the round 6/16. Bowsprit (Spiked) 18 ft 6 in to inner Cap 23 1/2 in diam. 4 plates 6/16 & 2 angles 3/4 x 5/16. Doubled at wedding. All double butts, well riveted with straps 1/2 in as reg'd by the rules.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS	N <sup>o</sup> .	Weight. E.g. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N <sup>o</sup> .	Chain	12799	135	134	53-2-2-0	270-1/4	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,	Iron Steam Chain	135	134	53-2-2-0	270-1/4	270-1/4	18803 30-1-2 28-1-0 4 30-0-0					
Fore Top Sails,	or Steel Wire	75	15/16	5-16-0-0	75-1/2	80	18804 25-3-20 27-7-2-0 28-2-0					
Fore Topmast Stay Sails,	or Hempen Strm Cable						18780 27-0-2 26-9-1-4 27-0-0					
Main Sails,	Towline, Hemp.	90	10 1/2		90-10 1/2		Total 86-0-24 Total 85-7-0					
Main Top Sails,	or Steel Wire	90	9		90-9		Stream Anchor 18805 9-1-19 11-1-1-0 9-2-0					
and	Hawser	90	8 1/2		90-8 1/2		Kedge 18806 4-3-5 7-5-0-0 4-3-0					
	Warp	90	8 1/2		90-8 1/2		2nd Kedge 18807 2-2-0 5-0-0-0 2-2-0					
	quality	Good										

Standing and Running Rigging sufficient in size and good in quality. She has Four Long Boat and good

The Windlass is for Capstan good and Rudder for Pumps for

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?

Cargo Hatchways. How formed?

State size Main Hatch 15 ft 2 in x 10 ft Forehatch 7-8 x 5-0 Quarterhatch 7-8 x 6-0

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date 18<sup>th</sup> Aug 1884

Order for Ordinary Survey No.

Date

No. 120 in builder's yard.

State dates of letters respecting this case

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

1884: Oct. 7. 14. 27: Nov. 6. 11. 12. 14. 19. 21. 25. 26. 29:  
Dec. 3. 4. 8. 10. 11. 12:  
1885: Jan. 15. 27:  
Feb. 4. 10. 16. 18. 21. 27: and  
March 7

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

Quality of workmanship good. This is a sister vessel to the Morecambe Bay. Greenock report in 8793, and has been built in accordance with the sketches forwarded with her report & in other respects with the rules.

Forecastle 29 ft. Poop: - 23 ft.

State if one, two, or three decked vessel, or if open, or covering 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 Cement & Paint

Outside Paint

I am of opinion this Vessel should be Classed

The amount of the Entry Fee .....£ 4 : 0 : 0 is received by me,

Special .....£ 52 : 19 : 0 6<sup>th</sup> March 1885

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

(Travelling Expenses, if any, £0 : 12 : 0).

Committee's Minute

Character assigned

FRIDAY 13 MARCH 1885

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

This submitted that the vessel appears eligible to be classed 100A.1. as recommended.

15K  
2hs Beams

Lloyd's Register Foundation