

IRON SHIP.

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

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

TONNAGE under Tonnage Deck 1073.41
 Ditto of Third, Spar, or Awning Deck —
 Ditto of Poop, or Raised Qr. Dk. 47.39
 Ditto of Houses on Deck 15.15
 Ditto of Forecastle 36.74
 Gross Tonnage 1172.69
 Less Crew Space 574.44
 Less Engine Room —
 Register Tonnage as cut on Beam 1118.25

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) 17.42
 Depth from upper part of Keel to top of Upper Deck Beams 23.42
 Girth of Half Midship Frame (as per Rule) 36.10
 1st Number 7694
 1st Number, if a 3-Decked Vessel deduct 7 feet —
 Length 207
 2nd Number 15925
 Proportions — Breadths to Length 5.9
 Depths to Length — Upper Deck to Keel 8.8
 Main Deck ditto —

Master Morrison
 Built at Port Glasgow
 When built 1884-85 Launched 5th Feby. 1885
 By whom built Russell & Co
 Owners Waffield, Cameron & Co
 Residence Glasgow
 Port belonging to Glasgow
 Destined Voyage Sydney
 If Surveyed while Building, Afloat, or in Dry Dock. While Building under special Survey

LENGTH on deck as per Rule	BREADTH Moulded	DEPTH top of Floors to Upper Deck Beams	DEPTH Do. do. Main Deck Beams	Power of Engines	No. of Decks with flat laid	No. of Tiers of Beams
<u>207 0</u>	<u>34 10</u>	<u>21 5</u>	<u>21 5</u>	<u>4 1/2</u>	<u>2</u>	<u>2</u>

Dimensions of Ship per Register, length	breadth	depth	moulded depth	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
<u>215.8</u>	<u>35.1</u>	<u>21.25</u>	<u>22.9</u>	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>			
KEEL , depth and thickness				<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>			
STEM , moulding and thickness				<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>
STERN-POST for Rudder do. do.				<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>
" " for Propeller				<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft				<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>
FRAMES , Angle Iron, for 2/3 length amidships				<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>
Do. for 1/3 at each end				<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>
REVERSED FRAMES , Angle Iron				<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>	<u>5 3/8</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships				<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>
" thickness at the ends of vessel				<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>
" depth at 2/3 the half-bdth. as per Rule				<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>12</u>
" height extended at the Bilges				<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>	<u>48</u>
BEAMS , Upper, Spar, or Awning Deck				<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>
Single or double Angle Iron on Upper edge				<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
Average space				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS , Main, or Middle Deck				<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>
Single, or double Angle Iron, on Upper Edge				<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
Average space				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS , Lower Deck				<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>
Single or double Angle Iron on Upper Edge				<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
Average space				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS , Hold, or Orlop				<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron				<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>	<u>3 3/8</u>
Single or double Angle Iron on Upper Edge				<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
Average space				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
KEELSONS Centre line, single or double plate				<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>
do. or Intercostal, Plates on Floor				<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>	<u>10 1/8</u>
" Rider Plate				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Bulb Plate to Intercostal Keelson				<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>
" Angle Irons				<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>
" Double Angle Iron Side Keelson				<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>	<u>5 3/4</u>
" Side Intercostal Plate				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" do. Angle Irons				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Attached to outside plating with angle iron				<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
BILGE Angle Irons				<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>
" do. Bulb Iron				<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" do. Intercostal plates riveted to plating for length				<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>
BILGE STRINGER Angle Irons				<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>
Intercostal plates riveted to plating for length				<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>
SIDE STRINGER Angle Irons				<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>	<u>5 3/2</u>

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 5 1/8 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 3/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/16 in. diameter averaging 3 1/2 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 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 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 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, Five 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 Irons, Dorman Long & Co. Middle Iron, Plates, Consell.

The above is a correct description. Yes

Builder's Signature, Russell Surveyor's Signature, Russell Surveyor to Lloyd's Register of British and Foreign Shipping.

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?

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?

Yes a few on the butts

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.

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

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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS	N ^o .	Weight. Egs. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N ^o .	Chain	135	134	55-2-2-0	17-1/4	17-1/4	8803	30-1	28-18-0-4	30-0-0	30-0-0	17-1/4
	Fore Sails,	135	134	77-2-2-0	17-1/4	17-1/4	8804	25-3-20	27-17-2-0	28-2-0	28-2-0	17-1/4
	Fore Top Sails,	75	15/16	15-16-0-0	75-1/2	80	1878	27-0-2	26-9-1-4	27-0-0	27-0-0	80
	Fore Topmast Stay Sails,						Total	86-0-24	Total	85-2-0		
	Main Sails,	90	10 1/2		90-10 1/2		Stream Anchor	8805	9-1-19	11-1-1-0	9-2-0	80
	Main Top Sails,	90	9		90-9		Kedge	8806	4-3-5	7-5-0-0	4-3-0	80
	and	90	8 1/2		90-8 1/2		2nd Kedge	8808	2-2-0	5-0-0-0	2-2-0	100

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

The Windlass is four Capstan good and Rudder four Pumps four

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? Four Scuppers & four ports each side

Cargo Hatchways.—How formed? Coving plates 8/16 thick & 1/2 above 8d

State size Main Hatch 15 1/2 x 10 1/2 Forehatch 7-8 x 5-0 Quarterhatch 7-8 x 6-0

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? A shifting beam in the main hatchway

Hatches, If strong and efficient? 3/4 3/4 thick

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	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	1884: Oct. 7. 14. 27: Nov. 6. 11. 12. 14. 19. 21. 25. 26. 29:
1226	18 th Aug 1884			120		2nd. On the plating during the process of riveting	Decr. 3. 4. 8. 10. 11. 12:
						3rd. When the beams were in and fastened, and before the decks were laid....	1885: Janry. 15. 27:
						4th. When the ship was complete, and before the plating was finally coated or cemented..	Febry. 4. 10. 16. 18. 21. 27: and
						5th. After the ship was launched and equipped	March 7

General Remarks (State quality of workmanship, &c.) Quality of workmanship good. This is a sister vessel to the Morecombe 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 29ft. Poop:—23ft.

How are the surfaces preserved from oxidation? Inside Cement & paint Outside paint

I am of opinion this Vessel should be Classed 100.A.1.

The amount of the Entry Fee£ 4 : 0 : 0 is received by me, Special£ 52 : 19 : 0 6th March 1885

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

Committee's Minute

Character assigned FRIDAY 13 MARCH 1885

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

This submitted that the vessel appears eligible to be classed 100.A.1. as recommended. 15th March 1885 Lloyd's Register Foundation

The Surveyors are requested not to write on or below the space for Committee's Minute.