~~IRON~~ ~~OR~~ STEEL SHIP.

(Received at London Office) THURS 3 APRIL 1890 — 9908

Date of writing Report 2nd April 1890. Port of Greenock

No. 9908 Survey held at Port Glasgow Date, First Survey 25th September 1889 Last Survey 31st March 1890

On the Steel Sailing Vessel "Edenballymore" Rig Ship 3 Masts

TONNAGE under Tonnage Deck	1603.38
~~Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.~~	
Total under Upper Dk.	1603.38
Do. of Poop	72.66
~~Do. of Raised Qr. Dk. or Break~~	
~~Do. of Bridge House~~	
Do. of Houses on Deck	25.33
~~Do. of excess of Hatchways~~	
Do. of Forecastle	24.79
Gross Tonnage	1726.16
Less Crew Space	55.64
M. S. A. 1889.	28.40
~~Less Engine Room~~	
Register Tonnage as cut on Beam	1642.12

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

	Feet.
Half Breadth (moulded)	18.99
Depth from upper part of Keel to top of Upper Deck Beams	25.34
Girth of Half Midship Frame (as per Rule)	40.16
1st Number	84.49
~~1st Number, if a 3 Decked Vessel~~ ~~deduct 7 feet~~	
Length	249.4
2nd Number	21071
Proportions— Breadths to Length	6.56
Depths to Length—Upper Deck to Keel	9.84
~~Main Deck ditto~~	

Master W. Hawkins

Year of appointment (1) As master in service of owner of present vessel :—1878 (2) As master of this vessel 1890

Built at Port Glasgow

When built 1889-90 Launched 6th March 1890

By whom built Messrs Russell & Co.

Owners Messrs Thomson, Dickie & Co.

Managers (If desired to be entered in Reg. Book.)

Residence 17, Royal Exchange Square, Glasgow

Port belonging to Londonderry

Destined Voyage Melbourne, via Glasgow.

If Surveyed while Building, Afloat, or in Dry Dock. Specially surveyed while building

LENGTH on deck as per Rule: 249 Feet 5 Inches. BREADTH—Moulded: 38 Feet 0 Inches. DEPTH top of Floors to Upper Deck Beams ~~Do. do. Main Deck Beams~~: 23 Feet 3 Inches. ~~Power of Engines~~ ~~Horse~~. No. of Decks with flat laid One. No. of Tiers of Beams Two.

Dimensions of Ship per Register, length, 260.65 breadth, 38.2 depth, 23.0 Moulded depth 24' 6½"

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	9½ × 2½			9½ × 2½		
STEM, moulding and thickness	9 × 2½			9 × 2½		
STERN-POST for Rudder do. do.	9 × 2½			9 × 2½		
do. do. ~~for Propeller~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24 (Class 100A.1)		
	Inches. In Ship.	Inches. In Ship	~~16ths or~~ 20ths In Ship	Inches per Rule (approved section)	Inches per Rule	~~16ths or~~ 20ths per Rule
FRAMES, Angle ~~Iron~~, for ⅗ length amidships	5	3½	8	5	3½	8
Do. for ⅕ at each end	"	"	7	"	"	7
REVERSED FRAMES, Angle ~~Iron~~	3½	3½	8	3½	3½	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25		10	25		10
" thickness at the ends of vessel			8			8
" depth at ¾ the half-bdth. as per Rule	12½			12½		
" height extended at the Bilges	50			50		
BEAMS, Upper, ~~Spar, or Awning~~ Deck ~~Single or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb ~~Iron~~	9		9	9		9
~~Single or~~ double Angle ~~Iron~~ on Upper edge	3½	3	7	3½	3	7
Average space	48			48		
~~BEAMS, Main, or Middle Deck~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~						
~~Single, or double Angle Iron, on Upper Edge~~						
~~Average space~~						
BEAMS, Lower Deck— ~~Single or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb ~~Iron~~	9		9	9		9
~~Single or~~ double Angle ~~Iron~~ on Upper Edge	3½	3	7	3½	3	7
Average space	48			48		
~~BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~						
~~Single or double Angle Iron on Upper Edge~~						
~~Average space~~						
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates~~	18		13	18		13
" Rider Plate	12		13	12		13
" ~~Bulb Plate to Intercostal Keelson~~						
" Angles ~~Irons~~	5½	4	9	5½	4	9
" Double Angle ~~Iron~~ Side Keelson	5½	4	9	5½	4	9
" Side Intercostal Plate			8			8
" ~~do. Angle Irons~~						
" Attached to outside plating with angle ~~iron~~	3	3	7	3	3	7
BILGE Angle ~~Irons~~	5½	4	9	5½	4	9
do. ~~do. Bulb Iron~~						
do. ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angles ~~Irons~~	5½	4	9	5½	4	9
Butt ~~Intercostal~~ plates riveted to plating for Whole length	9		9	9		9
SIDE STRINGER Angles ~~Irons~~	5½	4	9	5½	4	9
Butt plates for whole length	9		9	9		9

	Inches. In Ship.	~~16ths or~~ 20ths In Ship.	Inches. per Rule (approved section)	~~16ths or~~ 20ths per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12
,, From Garboard to upper part of Bilges	Alternately	10 & 11	Alternately	10 & 11
,, ~~Of d'bling~~ at Bilge, ~~or~~ increased thickness, and length applied throughout	3 strakes increased			1/20
,, From up. prt of Bilge to lr. edge of Sh'rstrake	Alternately	10 & 11	Alternately	10 & 11
,, Main Sheerstrake, breadth and thickness	41	13	41	13
,, ~~Of d'blng at Sh'stk. & lng. applied~~				
,, ~~From M'n. to Upr. or Spar Dk. Sh'rstrake~~				
,, ~~Up. or Spar Dk Sh'rstrake, brdth & thickn'ss~~				
Butt Straps to outside plating, breadth & thickness	19-9¾	16-10	19-9¾	16-10
Lengths of Plating	7 Spaces		5 Spaces	
Shifts of Plating, and Stringers	2 Spaces		2 Spaces	
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	52	10	52	10
Angle ~~Iron~~ on ditto	5½×4	9	5½×4	9
Tie Plates fore and aft, outside Hatchways	14	10	14	10
Diagonal Tie Plates on Beams No. of Pairs 5	14	10	14	10
Flat of Up., ~~Spar, or Awning~~ Dk.* P. Pine	4		4	
How fastened to Beams	As required			
~~Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness~~				
~~Is the Stringer Plate attached to the outside plating?~~				
~~Angle Irons on ditto, No.~~				
~~Tie Plates, outside Hatchways~~				
~~Diagonal Tie Plates on Beams, No. of pairs.~~				
~~Flat of Middle Deck* do. do.~~				
~~How fastened to Beams~~				
Stringer Plates on ends of Lower Deck, ~~Hold or Orlop~~ Beams	37	9	37	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angles ~~Irons~~ on ditto, No. 2	4×4	9	4×4	9
Stringer or Tie Plates, outside Hatchways	14	9	14	9
Flat of Lower Deck* Wood Flat at ends	W. Pine 3"			
Ceiling betwixt Decks, thickness and material	2" W. Pine			
" in hold do. do.	2½ R. Pine		2½	
Main piece of Rudder, diameter at head	6¼		6¼	
do. at heel	3¼		3¼	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 1 No. per Rule 1				

" Thickness of 6-7/20

" Height up Upper deck

" How secured to sides of ship Double frames

" Size of Vertical Angle Irons 5" × 3½ × 8/20" and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

The FRAMES extend in one length from Middle line to Gunwale Riveted through plates with ⅞ in. Rivets, about 7" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Upper deck and to Forecastle 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 1⅛ in. diameter, averaging 5⅝ ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets ⅞ in. diameter, averaging 3½ ins. from centre to centre.

" Butts from Keel to turn of Bilge, 5 strakes lapped and treble ~~worked carvel, double~~ riveted ; with rivets ⅞ in. diameter averaging 3⅛ ins. from centre to centre.

" Butts of all Strakes ~~at Bilge~~ for half length, treble riveted with Butt Straps 3 or 4/20 thicker than the plates they connect. or lapped & 3 R.

" Edges from Bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted ; with rivets ⅞ in. diameter, averaging 3½ ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, treble ~~double~~ riveted ; with rivets ⅞ in. diameter, averaging 3⅛ 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, lapped & treble riveted for whole length ~~amidships.~~ ~~Butts of Upper or Spar Stringer Plate, treble riveted for length.~~

" Breadth of laps of plating in double riveting 5¼ ~~Breadth of laps of plating in single riveting~~

Butt Straps of Keelsons, ~~Stringer~~ and Tie Plates, treble, double ~~or single~~ Riveted? No. of Breasthooks, 5 & deep floors Crutches, 3 & deep floors

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

Manufacturer's name or trade mark, Steel – Parkhead, Consett & Steel Co. of Scotland. Best Iron – West Hartlepool & West Stockton.

The above is a correct description.

Builder's Signature, Russell & Co

Surveyor's Signature, Wm. Andrews

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

(Form No. 1 for 1000—2/4/89—Transfer Ink.)

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

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GRR 314-0029

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

Do the edges of the carvel work and of the butts fay 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

Masts, Bowsprit, Yards, &c., are Iron & Steel 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 masts and spars have been constructed in accordance with the approved plans. The steel has been tested in accordance with the Rules - Consett Brands.

Number for Equipment 22476

Letter for do. W

2 Compl. Sets

No.	SAILS.
	Fore Sails,
	Fore Top Sails,
	Fore Topmast Stay Sails,
	Main Sails,
	Main Top Sails, and quality

CABLES, &c.	Number of Certificate.	Fathoms.	Inches.	Test per Certificate. Tons.	Fathoms & Inches per Link.	Machine where Tested and Superintendent, also Name of Chain Maker.
	14762	135½	1 15/16	Tons Tons 67½-94½	270-1 15/16	Netherton Tested signed D. G. Lewis 2/9/89, 25/9/89 Makers Thos P Jones
	14769	135½	1 15/16	67½-94½		
	18782					
Iron Stream Chain or ~~Steel Wire~~		74⅝	1 1/16	20 6/20-30 2/20	75-1 1/16	
~~Hempen Str'm Cable~~						
TOWLINE— Hemp or Steel Wire		90 45	3½ S. Wire 26 Hows 11 Spun Manilla		90-11 or 3½ 5	Cravens Sheffield Mar. Sunderland 18/3/90
Hawser		90	10½	Manilla	90-10½	
Warp		90	6½	Hemp	90-6½	

ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock. Tons Cwts Qrs Lbs	Test per Certificate Tons Cwts Qrs Lbs	W'ght req'd per Rule. Cwts Qrs Lbs	Machine where Tested and Superintendent, also Name of Anchor Maker.
26590	36-2-18	33-11-3-14	36-2-0	Netherton Tested signed D. G. Lewis 7/11/89 Makers Thos P Jones
26589	34-2-11	32-1-3-14	35-0-0	
26588	32-3-23	30-17-2-0	32-2-0	
Collective Weights	104-0-24		104-0-0	
Stream 26581	11-2-2	13-10-0-0	11-1-0	
Kedge 26579	5-0-17	7-11-3-14	5-2-0	
2nd Kedge 26580	3-0-11	5-12-0-21	2-3-0	

Standing and Running Rigging Steel Wire + Manilla sufficient in size and good in quality. She has 2 Life ~~Long~~ Boats and 2 others.

The Windlass is Emmerson Walker & Thompson Bros Capstan good and Rudder good Pumps good

~~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? 5 Wash Ports, 4 Scuppers and 2 Mooring P. on each side

Cargo Hatchways.—How formed? Plate coamings **Hatches,** If strong and efficient? Solid 3" Iron

State size **Main Hatch** 15'-11" × 13'-1" Forehatch 8'-0" × 7'-0" Quarterhatch 8'-0" × 7'-0"

If of extraordinary size, state how framed and secured.... Not of extraordinary size What arrangement for shifting beams? 1 Wel-plate & 3 Wood fore in Mid 4

Order for Special Survey No. 11439

Date 13th March 1889

Order for Ordinary Survey No. ✓

Date ✓

No. 224 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: 1889 Sept 23 27 Oct 1 4 7 10 14 17 22 24 25 28 29

2nd. On the plating during the process of riveting: Nov 2 4 7 13 14 15 18 19 21 22 25 27 Dec 2 4 6 9 12

3rd. When the beams were in and fastened, and before the decks were laid....: 16 17 20 24 27 31 1890 Jany 6 8 10 13 15 17 21 23 24 27

4th. When the ship was complete, and before the plating was finally coated or cemented..: 30 31 Feby 5 6 7 11 12 14 18 20 21 24 25 27 March 4 5

5th. After the ship was launched and equipped: 7 10 11 12 13 15 18 31

Total No. of Visits

State dates of letters respecting this case 1889 - Feb 21st, Oct 17th, Nov 8th, 13th & 19th; 1890 - March 15th, 27th

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

The workmanship and the material are good throughout. The vessel has been constructed in accordance with the Rules and the approved tracings (3 in №) which together with reports are attached hereto. The collision bulkhead has been tested with hose and found satisfactory. The steel has been tested as required by the Committee's Circulars.

This vessel is sister to "Port Patrick" Greenock Report № and very similar to "Port Douglas" Greenock Report № 9760.

The freeboard assigned to this Vessel by the Committee in their letter of 27th March 1890, viz:- In Salt Water 4" 11½, Fresh Water 4" 7. has been marked on the Vessel's sides, and verified, and may now be recorded in the Register Book.

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

Particulars for Record in R.B.—Length of Poop 32 ft., ~~R.Q.D.~~ ~~ft., Bridge Dk.~~, ~~ft.~~, F'castle 3½ ft.; No. of Dks. (excluding spar, awn., &c.) One

Material of dks. Wood ~~If spar, awn. dk., &c.~~ ~~Material of spar, awn. dk., &c.~~; No. of tiers of beams (with and without dks. laid) Two

~~If double bottom, state particulars on separate form.~~

Official No. ; Signal Letters

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

The amount of the Entry Fee £ 4 : – : – is received by me, 1st April 1890.

Special £ 66 : 15 : 6

(to be sent as per margin). Certificate Gratis :

(Travelling Expenses, if any, £ Nil).

Committee's Minute TUES 8 APRIL 1890

Character assigned 100A1 Steel Deck Strength B Lloyd's Register Foundation

Record Freeboard

Wm Andrews.

Surveyor to Lloyd's Register of British and Foreign Shipping

It is submitted that the Vessel appears eligible to be Classed 100 A1 (Steel) as recommended

1 Dk, 2 Trs Lower

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

Certificate to be sent to Greenock

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

Returned after Examination of Midship Section forwarded 24th March 1890.