

# IRON SHIP.

TUESDAY 3 AUGUST 1886

(Received at London Office)

No. 5966 Date, First Survey 23. Febry Last Survey 27. July 1886

On the *Iron Steamship Eldorado*

**Tonnage under Tonnage Deck** 492.10  
**Ditto of Third, Spar, or Awning Deck** 122.81  
**Ditto of Poop, or Raised Gr. Dk.** 61.75  
**Ditto of Houses on Deck** 1381.66  
**Ditto of Forecastle** 52.24  
**Gross Tonnage** 1381.66  
**Less Crew Space** 52.24

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.**

**Half Breadth (moulded)** 16.4

**Depth from upper part of Keel to top of Upper Deck Beams** 14.1

**Girth of Half Midship Frame (as per Rule)** 29.1

**1st Number** 62.6

**1st Number, if a 3-Decked Vessel** deduct 7 feet

**Length** 248.4

**2nd Number** 1526.18

**Proportions— Breadths to Length** 7.6

**Depths to Length—Upper Deck to Keel** 14.5

**Main Deck ditto** 14.5

**Master** *Roach*

**Built at** *Yull*

**When built** 1886 **Launched** *May*

**By whom built** *Earle's*

**Owners** *Wilson Sons & Co.*

**Residence** *Yull*

**Port belonging to** *Yull*

**Destined Voyage** *Bergen*

**If Surveyed while Building, Afloat, or in Dry Dock.**

*Building and afloat*

**LENGTH** on deck as per Rule 248.8 **BREADTH** Moulded 32.10 **DEPTH** top of Floors to Upper Deck Beams 15.8 **Power of Engines** 250 **Nº. of Decks with flat laid** 2 **Nº. of Tiers of Beams** 2

Dimensions of Ship per Register, length, 249.6 breadth, 33.2 depth, 15.4 Moulded depth = 16.4

**KEEL**, depth and thickness 8 1/2 x 2 1/2 **PLATES** in Garboard Strakes, br'dth & thickness 36 11 34 11

**STEM**, moulding and thickness 8 1/2 x 2 1/2 " From Garboard to upper part of Bilges 10.9 10.9

**STERN-POST** for Rudder do. do. 8 1/2 x 5 " Of d'bling at Bilge, or increased thickness, and length applied 10.9 10.9

" " for Propeller 8 1/2 x 5 " From up. prt of Bilge to l.r. edge of Sh'rstrake 10.9 10.9

Distance of Frames from moulding edge to moulding edge, all fore and aft 24.45 x 24.45 " Main Sheerstrake, breadth and thickness 36 14 36 14

Frames, Angle Iron, for 1/2 length amidships 4 3 4 3 " Of d'bling at Sh'stk. & lng. applied 19.9 19.9

Do. for 1/2 at each end 4 3 4 3 " From M'n. to Up. or Spar Dk. Sh'rstrake 19.9 19.9

**REVERSED FRAMES**, Angle Iron 3 3 3 3 " Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss. 19.9 19.9

**FLOORS**, depth and thickness of Floor Plate 18 9 18 9 Butt Straps to outside plating, breadth & thickness 15.6 15.6

at mid line for half length amidships 18 9 18 9 Lengths of Plating 15.6 and 14.0

" thickness at the ends of vessel " Shifts of Plating, and Stringers 46 46

" depth at 3/4 the half-bdth. as per Rule " Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 30 4 30 4

" height extended at the Bilges " Angle Iron on ditto 3 3 3 3

**BEAMS**, Upper, Spar, or Awning Deck 6 1/2 3 8 6 1/2 3 8 Tie Plates fore and aft, outside Hatchways 12 4 12 4

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Diagonal Tie Plates on Beams No. of Pairs 3 3 3 3

Single or double Angle Iron on Upper Edge Flat of Up., Spar, or Awning Dk. 3 3 3 3

Average space 46 inches 46 inches How fastened to Beams 46 10 46 10

**BEAMS**, Main, or Middle Deck 8 7 8 7 Is the Stringer Plate attached to the outside plating? Yes

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Stringer Plate on ends of Main or Middle Deck 3 3 3 3

Single or double Angle Iron on Upper Edge Beams, breadth and thickness 36 10 36 10

Average space 46 inches 46 inches

**BEAMS**, Lower Deck 4 1/2 4 4 1/2 Angle Irons on ditto, No. 2 4 4 4

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Tie Plates, outside Hatchways 12 9 12 9

Single or double Angle Iron on Upper Edge Diagonal Tie Plates on Beams, No. of pairs 3 3 3 3

Average space 46 inches 46 inches Flat of Middle Deck\* do. do. 3 3 3 3

**BEAMS**, Hold, or Orlop 4 1/2 4 4 1/2 How fastened to Beams 46 10 46 10

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 30 8 30 8

Single or double Angle Iron on Upper Edge Is the Stringer Plate attached to the outside plating? Yes

Average space 16 12 16 12 Angle Irons on ditto, No. 4 4 4 4

**KEELSONS** Centre line, single or double plate, box, or Intercostal, Plates 11 12 11 12 Stringer or Tie Plates, outside Hatchways 12 8 12 8

" Rider Plate 11 12 11 12 Flat of Lower Deck\* 3 3 3 3

" Bulb Plate to Intercostal Keelson 5 3 1/2 9 5 3 1/2 9

" Angle Irons 5 3 1/2 9 5 3 1/2 9

" Double Angle Iron Side Keelson 5 3 1/2 9 5 3 1/2 9

" Side Intercostal Plate 3 3 3 3

" do. Angle Irons 3 3 3 3

" Attached to outside plating with angle iron 5 3 1/2 9 5 3 1/2 9

**BILGE** Angle Irons 5 3 1/2 9 5 3 1/2 9

" do. Bulb Iron 8 7 8 7

" do. Intercostal plates, riveted to plating for 1/2 length 5 3 1/2 9 5 3 1/2 9

**BILGE STRINGER** Angle Irons 5 3 1/2 9 5 3 1/2 9

Intercostal plates riveted to plating for 1/2 length 8 8

**SIDE STRINGER** Angle Irons 5 3 1/2 9 5 3 1/2 9

The **FRAMES** extend in one length from *Yull* to *Guamale*

The **REVERSED ANGLE IRONS** on floors and frames extend *across* middle line to *Main deck (all)* and to *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 1/2 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 3 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 3 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 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 5 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Franklin's Long 16*

Manufacturer's name or trade mark, *Platts' Constell*

The above is a correct description. *EARLE'S* Surveyor's Signature, *James M. Neil* Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—1500—2784—Transfer Ink.)

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

ASST. GENERAL MANAGER

HVL 398-0254



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? *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? *No*

Masts, Bowsprit, Yards, &c., are *Brought 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 *4*

*For and Main Lower Masts of Iron, as per Approved tracing attached. The material has been tested as required by the Rules and found satisfactory, and is stamped with Maker's name*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	1	22.0.18	22.11.0.0	22 1/2	
N. <i>McLure</i>	Fore Sails,	CABLE &c. Chain <i>Good</i>	270	19/16	6.8.0	19/16	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	23.3.6	23.15.2.14	23 1/2	
	Fore Top Sails,	Iron Stream Chain	45	1	27.18	1		1	21.0.6	21.14.1.14	21	
	Fore Topmast Stay Sails,	or Steel Wire ..	90	3/4	22	3/4						
	or Hempen <i>Strm</i>	Cable <i>Good</i>	15	3/4	22							
	Main Sails,	Towline, Hemp.	90	2 1/2	12 1/2	8"		Stream Anchor	1	8.0.0	10.2.2.0	8
	or Steel Wire ..	Hawser .....	90	2 1/2	12 1/2			Kedge	1	4.0.0	6.7.2.0	4
	Main Top Sails,	Warp .....	90	5		6 1/2		2nd Kedge	1	2.0.2	4.12.2.0	2
	and	quality <i>Good</i>	180	4 1/2	14.90	3 1/4						

Standing and Running Rigging *Wire Hemp* sufficient in size and *Good* in quality. She has *6* Long Boats and *Good*  
The Windlass is *Good* Capstans *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron Comings and Wood* How secured in ordinary weather? *Wood & Iron*

What arrangements for deadlights in bad weather? *Strong glass Bullseye*

Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Latched* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Rails & fore and aft*

Cargo Hatchways.—How formed? *Iron Comings*

State size Main Hatch *9'6" x 6'0"* Forehatch *11'6" x 8'0"* Quarterhatch *9'8" x 7'0"*

If of extraordinary size, state how framed and secured? *"*

What arrangement for shifting beams? *Mc Shifting Bull Beam*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *352*

Date *29/4/86*

Order for Ordinary Survey No. *300*

Date

No. *300* 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

*Built under special survey and surveyed in 1886 Feb 23, Mar 3, 8, 11, 15, 20, 23, 25 Mar 2, Apr 6, 7, 13, 17, 20*

*Apr 28, 29, 30, May 1, 3, 6, 10, 11, 14, 24 June 2, 4, 8, 10, 18, 25, 29 July 25, 27*

*18/2/86, 23/2/86, 25/2/86, 2/3/86, 8/3/86, 12/3/86, 20/3/86, 2/4/86*

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

*This Ironing decked Vessel has been built under Special Survey in accordance with the accompanying approved sketch of Midship Section, and other approved (detailed) tracings attached; also, in other respects with the Rules for the 100A class "Ironing deck". The Iron work is efficiently protected from oxidation by Cement and paint, and the Workmanship is good.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100-A-1 "Ironing deck"*

The amount of the Entry Fee .....£ 4 : " : " is received by me, *th.R.*

Special .....£ 59 : 11 : " 21/7 1886

(to be sent as per margin), Certificate ... *Gratis*

(Travelling Expenses, if any, £ ..)

Committee's Minute

Character assigned

FRIDAY 13 AUGUST 1886

18

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

*It is submitted that this vessel appears to be classed 100A-1 "Ironing deck" as recommended by the Committee being marked on the Vessel's plates as required by the Rules.*  
*11/8/86*  
*2/8/86*  
*Maker Ballast sec particulars appended 13/8/86*

*James McNeil*

*100A-1*  
*2 Shs Ironing*  
*Received the*  
*Freeboard 1/86*