

# IRON SHIPS.

Requisition No 287

Rec 24/3/64

No. 4753 Survey held at Port Glasgow  
on the Ship "Oberon"

Date 19th March

1864

Master Henry Jewell

Tonnage Gross 1180 1/2

Engine Room

Register Built at Port Glasgow

When Built 1864 By whom built John Reid & Co.

Owners C. J. Bowring & Co.

Launched 10th February 1864

Port belonging to Liverpool

Destined Voyage Clyde to Madras

Surveyed Afloat or in Dry Dock

While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
211 3/4			35 1/2			22 7/8			22 7/8				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18												
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate	5	3 1/2	9/8	5	3	9/8							
depth and thickness of Floor Plate at mid line	23		46	2 1/2		9/8							
depth and thickness of Floor Plate at Bilge Keelson	14		46			9/8							
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	3 1/2	3	9/8	3 1/2	3	9/8							
Frames, Size of Angle Iron, single or double to every frame	5	3 1/2	9/8	5	3	9/8							
Reversed Iron, & to every frame and on every alternate frame	3 1/2	3	9/8	3 1/2	3	9/8							
Beams, Deck (No. Double Angle Iron or Bulb Iron with double Angle Iron on top)	3 1/2	3	9/8	3 1/2	3	9/8							
depth & thickness of plate amidships	8 1/2		9/8	8 1/2		9/8							
double or single Angle Iron, on lower edge													
average space between	3 feet			3 feet 6 inches									
if wood (No. sided & moulded)													
Hold, or Lower Deck (No. Double Angle Iron or Bulb Iron with double Angle Iron on top)	3 1/2	3	9/8	3 1/2	3	9/8							
depth & thickness of plate amidships	9		9/8	8 1/2		9/8							
double or single Angle Iron, on lower edge													
average space between	3 feet			3 feet 6 inches									
if wood (No. sided & moulded)													
Paddle, wood, sided and moulded or if Iron, size of Plate													
Engine													
Keelson, wood, sided & moulded, iron, size of plate, if double, give distance & dimensions	28 1/2		46	29		46							
Side of Bilge, Double Angle Iron	5 1/2	4 1/2	9/8	5	4 1/2	9/8							
Number													
Stem, bar iron, moulding and thickness	9x3					8 1/2x3							
if plate iron, breadth and thickness													
Stern-post, bar iron, moulding and thickness	9x3					8 1/2x3							
if plate iron, breadth and thickness													
Keel, bar iron, depth and thickness	9x3					8 1/2x3							
if plate iron, breadth and thickness													
Garboard Plates, thickness..						1 1/8							
From Garboard to upper part of Bilge						1 1/8							
From upper part of Bilge to Sheerstrakes						1 1/8							
Sheerstrakes						1 1/8							
Breadth & thickness of Butt Straps to outside plating						9/8							
Planksheers													
Gunwale Plate or Stringer on ends of Up. Dk Beams						3/8							
Angle Iron on ditto						5 1/2x4 1/2x9/8							
Waterway						5 1/2x4 1/2x9/8							
Deck						4							
Ceiling in Hold						3							
Ceiling betwixt Decks						Red Pine battens							
Beam Clamps													
Shelf													
Stringer Plates on ends of Hold or Lower Dk Beams						3/8							
Ceiling between Decks						5 1/2x4 1/2x9/8							
Stringer or Tie Plates outside Hatchways						1 1/2							
Deck Beam Clamps													
Shelf													
Stringers in Hold						5 1/2x4 1/2x9/8							
Deck, Lower						3 1/2							
Deck, Upper, how fastened to Beams						With screw bolts & nuts from above							

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron

Bulkheads, No. Two

Thickness of 7/8

Hawse Timbers Iron

are they free from defects? Yes

how secured to the sides of the ship With double frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from lower deck to Gunwale alternately

and on the frames, from to

Keelson, how are the various lengths of plates or angle irons connected? With Angle Iron butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/8 x 1 1/8) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to planksheer, worked carvel with a lining piece (in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting ( )

Planksheer, how secured to the plating of the sides Explain by sketch,

Waterway, planksheer and to the Beams if necessary.

Side trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft of Hatchways, 1 1/2 x 1/2 inch, and diagonal plates where practicable

Deck Beams, how secured to the side? Beam ends turned down

Hold or Lower Deck Beam ends turned down

Paddle

No. of breasthooks Two crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Bessemer Iron & Cast Iron

Builder's Signature John Reid & Co.

IRON 437-0184



3513 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid lengths

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain Admiralty tw. 68.2.2.	300 1 3/4	Bower, Common Admiralty 31.10.	1 33.2.15
	Fore Top Sails,	Hempen Stream Cable 9.4.2.	90 7 1/2	Stream, do. 16.4.2.	1 13.1.15
	Fore Topmast Stay Sails,	Hawser	90 9		
	Main Sails,	Towlines	90 5 1/2	Kedge, do. 8.19.0.7.	1 5.3.16
	Main Top Sails,	Warp		do. 8.5.2.14.	1 3.1.12
	and	All of <u>Good</u> quality.			

Her Standing and Running Rigging Heavy sufficient in size and Good in quality.

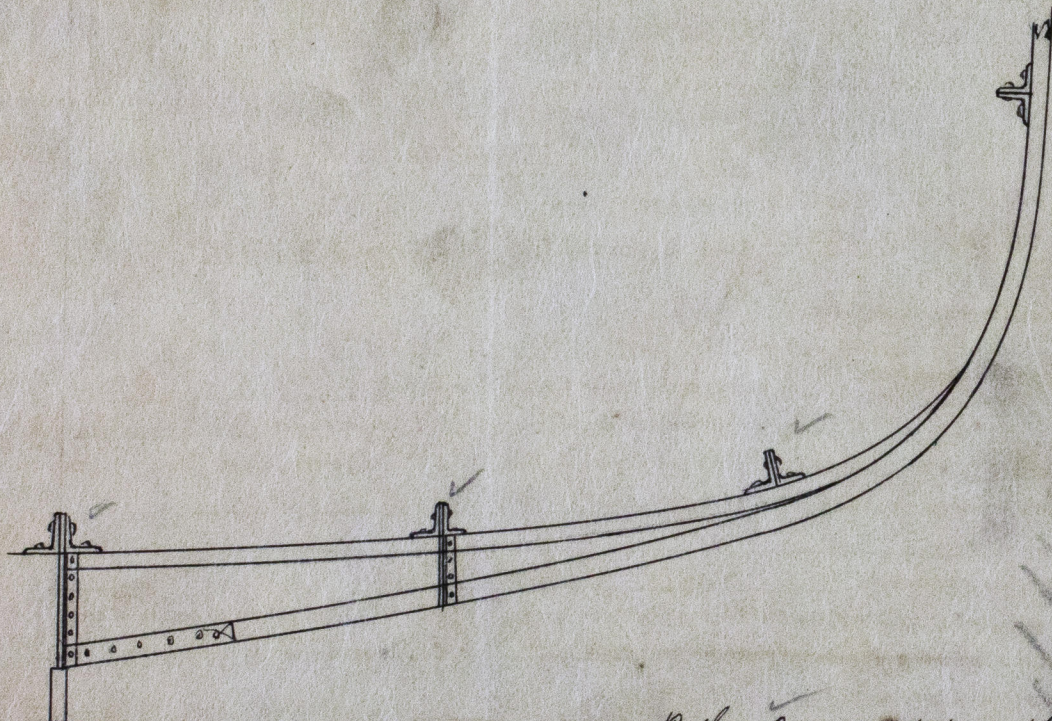
She has One Long Boat and Life boat and two others

The present state of the Windlass is Good with patent purchase Two Capstans Good and Rudder Good with patent purchase Good Pumps Five Good

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	} Specially surveyed while building from 22 <sup>nd</sup> April 1863 to 19 <sup>th</sup> March 1864 in all 37 visits.
	2nd.	On the plating during the progress of rivetting	
	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	
	5th.	After the ship was launched	

This vessel has been built under Special Survey as per order N<sup>o</sup> 287. is fitted with iron gutter waterways, iron bulwarks and stanchions, has an extra stringer fitted in the twist decks formed of Angle Iron 4 1/2 x 5 1/2 x 9/16 inch back to back for 150 feet amidships on each side. She has a full poop and forecabin. Is a sister ship to the "Ophelia" and "Eurydome", and has a large cargo of Railway sleepers and chairs for Madras.



In what manner are the surfaces preserved from oxidation? Portland Cement up to turn of bilges between floors: inside and outside with three coats of Derby Red, and bottom coated with Bell's composition.

I am of opinion this Vessel should be classed A1

The amount of the Fee £ 5 : " : " is received by me,

Special £ 59 : " : "

x Certificate (if required) £ " : " : "

Committee's Minute 24<sup>th</sup> March 1864

Character assigned A1

I concur in the above recommendation  
28 March 1864 J.R.R.



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