

3513 IRON SHIPS.

Requisition No 287

Rec 24/3/64

No. 4753 Survey held at Port Glasgow

Date 19th March

1864

on the Ship "Oberon"

Master Henry Jewell

Tonnage Gross 1180⁶⁰ 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 Glyde to Madagas

Surveyed Afloat or in Dry Dock While building

Length aloft 211³/₁₀ Feet. Inches. Extreme Breadth..... 35⁵/₁₀ Feet. Inches. Depth from top of Upper Deck } Feet. Inches. Beam to top of Floor..... 22⁶/₁₀ Feet. Inches. Power of Engines.... Horse No.

Description	Inches in Ship.		Inches required per Rule.		16ths required per Rule.	Description of Iron.	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
	In Ship.	In Ship.	Inches.	Inches.						
Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft }	18		21			Stem, $\frac{1}{2}$ bar iron, moulding and thickness	9x3		8x3	
Floors, Size of Angle Iron, and No. <u>Single</u> at bottom of Floor Plate.....	5	3 $\frac{1}{2}$	9 $\frac{1}{2}$	5	3	Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	9x3		8x3	
depth and thickness of Floor Plate at mid line	23		4 $\frac{1}{2}$	2 $\frac{1}{2}$	9 $\frac{1}{2}$	Keel, $\frac{1}{2}$ bar iron, depth and thickness.....	9x3		8x3	
depth and thickness of Floor Plate at Bilge Keelson	14		4 $\frac{1}{2}$		9 $\frac{1}{2}$	Garboard Plates, thickness..		10 $\frac{1}{2}$		10 $\frac{1}{2}$
Size of Reversed Angle Iron, and No. <u>Single</u> at top of Floor Plate..	3 $\frac{1}{2}$	3	9 $\frac{1}{2}$	3 $\frac{1}{2}$	3	From Garboard to upper part of Bilge.....		10 $\frac{1}{2}$		10 $\frac{1}{2}$
Frames, Size of Angle Iron, single <u>or double</u> Reversed Iron, $\frac{1}{2}$ to every frame and on every alternate frame <u>to lower deck</u>	5	3 $\frac{1}{2}$	9 $\frac{1}{2}$	5	3	From upper part of Bilge to Sheerstrakes.....		11 $\frac{1}{2}$		11 $\frac{1}{2}$
Beams, Deck (N $^{\circ}$) <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	3 $\frac{1}{2}$	3	9 $\frac{1}{2}$	3 $\frac{1}{2}$	3	Sheerstrakes		13 $\frac{1}{2}$		13 $\frac{1}{2}$
depth & thickness of plate amidships	8 $\frac{1}{2}$		9 $\frac{1}{2}$	8 $\frac{1}{2}$	9 $\frac{1}{2}$	Breadth & thickness of Butt Straps to outside plating }		9 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
double or single Angle Iron, on lower edge						Planksheers				
average space between	3 feet		3 feet	6 inches		Gunwale Plate or Stringer on ends of Up. Dk Beams }		36	11 $\frac{1}{2}$	30 $\frac{3}{4}$
if wood (N $^{\circ}$) sided & moulded						Angle Iron on ditto.....		5 $\frac{1}{2}$ x4 $\frac{1}{2}$ x9 $\frac{1}{2}$		5x4 $\frac{1}{2}$ x9 $\frac{1}{2}$
Hold, or Lower Deck (N $^{\circ}$) <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	3 $\frac{1}{2}$	3	9 $\frac{1}{2}$	3 $\frac{1}{2}$	3	Waterway	Iron Butt			
depth & thickness of plate amidships	9		9 $\frac{1}{2}$	8 $\frac{1}{2}$	9 $\frac{1}{2}$	Deck.....	Yellow Pine	4		4
double or single Angle Iron, on lower edge						Ceiling in Hold	American Kock Elm	3		
average space between	3 feet		3 feet	6 inches		Ceiling betwixt Decks	Red Pine battens			
if wood (N $^{\circ}$) sided & moulded						Beam Clamps				
Paddle, wood, sided and moulded or if Iron, size of Plate						Shelf				
Engine						Stringer Plates on ends of Hold or Lower Dk Beams }		36	7 $\frac{1}{2}$	22 $\frac{1}{2}$
Keelson, <u>intercostal</u> wood, sided & moulded, iron, size of plate, <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	28 $\frac{1}{2}$	4 $\frac{1}{2}$	9 $\frac{1}{2}$	29	14 $\frac{1}{2}$	Ceiling between Decks	Angle Iron	5 $\frac{1}{2}$ x4 $\frac{1}{2}$ x9 $\frac{1}{2}$		5x4 $\frac{1}{2}$ x9 $\frac{1}{2}$
Side of Bilge <u>double Angle Iron</u> or Bulb Iron with double Angle Iron on top	5 $\frac{1}{2}$	4 $\frac{1}{2}$	9 $\frac{1}{2}$	5	14 $\frac{1}{2}$	Stringer or Tie Plates outside Hatchways	Red Pine battens	13 $\frac{1}{2}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$
Number						Deck Beam Clamps				
						Shelf				
						Stringers in Hold		5 $\frac{1}{2}$ x4 $\frac{1}{2}$ x9 $\frac{1}{2}$		5x4 $\frac{1}{2}$ x9 $\frac{1}{2}$
						Deck, Lower	Yellow Pine	3 $\frac{1}{2}$		
						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, N $^{\circ}$. Two Thickness of 7 $\frac{1}{2}$ are they free from defects? Yes how secured to the sides of the ship Between double frames

Hawse Timbers Iron size of vertical angle iron and their distance apart 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ inches about 2 inches apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ($\frac{7}{8}$ 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

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

Plates, Garboard, double rivetted to keel & at upper edge, with rivets (1 $\frac{1}{2}$ ins.) diameter averaging (4 $\frac{1}{2}$ in.) from centre to centre of rivet.

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

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 $\frac{1}{2}$ in.) thick, double or single rivetted; rivets (7 in.) diameter, averaging (3 $\frac{1}{2}$ 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 (1 in.) thick, double or single rivetted; rivets (7 in.) diameter, averaging (3 $\frac{1}{2}$ 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 (1 in.) thick, or clencher, double or single rivetted; rivets (7 in.) diameter averaging (3 $\frac{1}{2}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 $\frac{1}{2}$ ins.) 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 and approach side of Hatchways, 15 $\frac{1}{2}$ x4 $\frac{1}{2}$ inches, 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? Connell's Iron Co. & Park Lane Builder's Signature John Reid & Co.

IRON 437-0184

3513 Iron

Workmanship. Are the lands or laps of the clenckwork 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.**

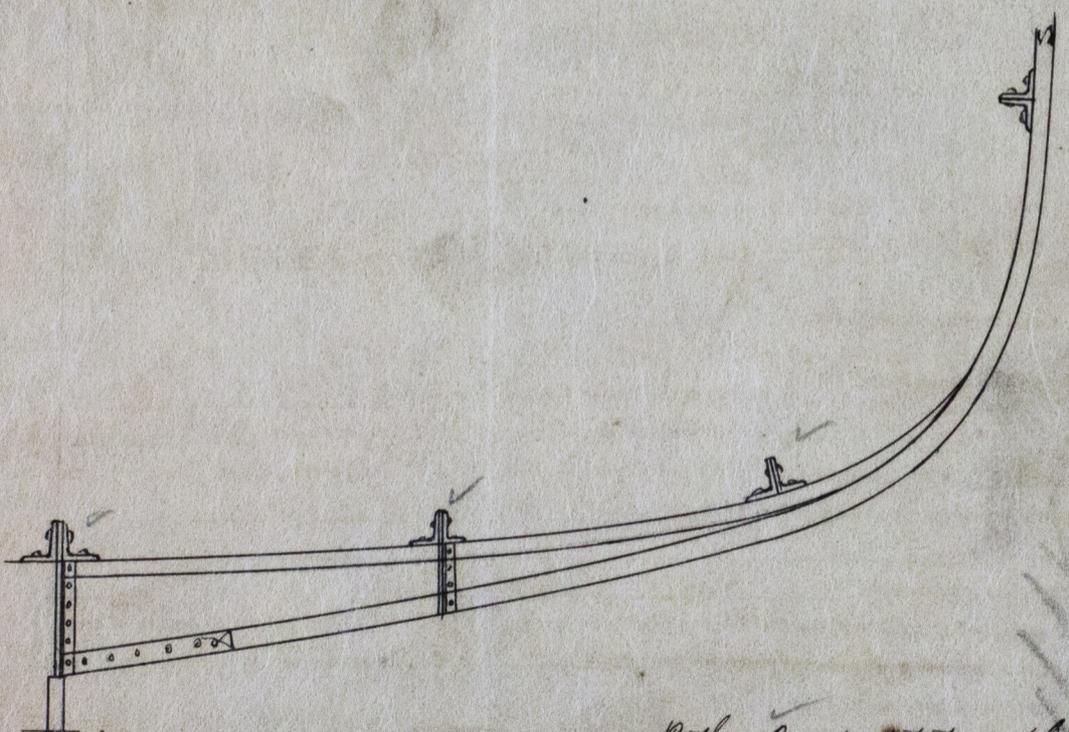
N ^o .	Description	CABLES, &c.		ANCHORS, and their weights.			
		Fathoms.	Inches.	N ^o .	Weight.		
	Fore Sails,	Chain Admiralty ^{tons} 68.2.20	300	1 3/4	Common Admiralty 34.5.14	1	38.1.17
	Fore Top Sails,	9.4.20	90	7 1/2	Admiralty 31.10.11	1	35.2.15
	Fore Topmast Stay Sails,		90	10	Admiralty 31.10.11	1	34.1.15
	Main Sails,		90	9	Stream, ds. 16.14.20	1	130
	Main Top Sails,		90	5 1/2	Kedge, ds. 8.19.0.7	1	5.3.16
					ds. 8.5.2.14	1	3.1.12
	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
 Pumps Five lead 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
 - 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
- } Specially surveyed while building from 22nd April 1883 to 19th March 1884 in all 37 visits.

This vessel has been built under special survey as per order N^o 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 fore-castle. 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 (\$ required)£ " : " : "

A. B. Olds

Committee's Minute 24th March 1884
 Character assigned A1

I concur in the above recommendation
 28th March 1884 J. H. R.



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