IRON458=0350

13305

IRON SHIP.

No. 3906 Survey held at Glasgow Date, First Survey 16 Jany. Last Survey 3rd Oct.

On the S. S. Brisbane Yard Number 110 Master ~~[illegible]~~ R. Balfo[ur]

TONNAGE under Tonnage Deck	1342.54
Ditto of Third, Spar, or Awning Deck.	—
Ditto of Poop, or Raised Qr. Dk.	—
[Mi]dship House	111.83
[Di]tto of Houses [o]n Deck	48.86
[Dit]to of Forecastle	—
[G]ross Tonnage	1503.23
Less Crew Space	80.00
	1423.23
Less Engine Room	532.05
Register Tonnage as cut on Beam	891.18

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

	Feet.
HALF BREADTH (moulded)	16.00
DEPTH from upper part of Keel to top of Upper Deck Beams	17.16
GIRTH of Half Midship Frame (as per Rule)	27.91
1st NUMBER	61.07
1st NUMBER, if a **THREE-DECKED VESSEL** deduct 7 feet	
LENGTH	265
2nd NUMBER	16183
PROPORTIONS—Breadths to Length	8 and under 9
Depths to Length—Upper Deck to Keel	
Main Deck ditto	15 and under 16

Built at Glasgow

When built 1874 Launched 3rd [...]

By whom built A & J. Inglis

Owners Eastern & Austra[lian] Steam Ship Co.

Port belonging to London

Destined Voyage Clyde to Singa[pore]

Surveyed while Building, Afloat, ~~or in Dry~~ and on Patent S[lip]

LENGTH on deck as per Rule ... Feet 265 Inches — **BREADTH**—Moulded ... Feet 32 Inches — **DEPTH** top of Floors to Upper Deck Beams Feet 23 Inches 6; Do. do. Main Deck Beams Feet 17 Inches 7½ — Power of Engines ... Horse 250 — N°. of Decks with flat laid Tw[o] 3rd partly — N°. of Tiers of Beams Thre[e]

Dimensions of Ship per Register, length 281.3 breadth, 32.2 depth, 23.1

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	8½ × 2½			8½ × 2½		
STEM, moulding and thickness	8½ × 2½			8½ × 2½		
STERN-POST for Rudder do. do.	8½ × 5			8½ × 5		
for Propeller	8½ × 5			8½ × 5		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			(Class 100 A1)		
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches required per Rule	Inches required per Rule	16ths required per Rule
FRAMES, Angle Iron, for ⅗ length amidships	4	3	7	4	3	7
Do. for ⅕ at each end	4	3	6	4	3	6
REVERSED FRAMES, Angle Iron	3	3	6	3	3	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17½	×	8	17½	×	8
thickness at the ends of vessel	—	—	7	—	—	7
depth at ¾ the half-bdth. as per Rule	8¾	—	—	8¾	—	
height extended at the Bilges	Twice			Twice		
BEAMS, ~~Upper~~, Spar, ~~or Awning~~ Deck ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb Iron	6	×	6	6	×	6
Single or double Angle Iron on Upper edge	Butterly			Tee Bulb		
Average space	46			46	—	—
BEAMS, Main or Middle Deck ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb Iron	8	×	8	8	×	8
Single, or double Angle Iron, on Upper Edge	Butterly			Tee Bulb		
Average space	46	—	—	46	—	—
BEAMS, Lower Deck, Hold or Orlop ~~Single or d'ble Ang. Iron, Plate or~~ Tee Bulb Iron	8	×	8	8	×	8
Single or double Angle Iron on Upper Edge	Butterly			Tee Bulb		
Average space	46			2nd & 4th Frame		
KEELSONS Middle line ~~Centre line, single or double plate, box, or~~ Intercostal, Plates	—	—	9	—	—	9
" ~~Rider Plate~~ Upper Angle Irons no.	4	3	8	4	3	8
" ~~Bulb Plate to Intercostal Keelson~~ Foundation Plates 2	9	×	8	9	×	8
" Angle Irons	4	3	8	4	3	8 (as approved)
" Double Angle Iron Side Keelson	5	3½	9	5	3½	9
" Side Intercostal Plate	—	—	8	—	—	8
" do. Angle Irons	5	3½	9	5	3½	9
" Attached to outside plating with angle iron	3	3	7	3	3	7
BILGE Angle Irons	5	3½	9	5	3½	9
" do. Bulb Iron 3/4th length	8	×	8	8	×	8
" do. Intercostal plates riveted to plating for — length	—	—	—	—	—	—
BILGE STRINGER Angle Irons	5	3½	9	5	3½	9
Intercostal plates riveted to plating for 3/5th length.	—	—	7	—	—	7
SIDE STRINGER Angle Irons	—	—	—			

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	—	—		
PLATES in Garboard Strakes, breadth and thickness	32½	11		
ness from Garboard to upper part of Bilges		9-10-11		
of doubling at Bilge, or increased thickness, and length applied doubled for 1 strake 10/16 for 3/5 & 1 strake 9/16 for ½ length thicker 45 ft with 11 & 10				
fm up. part of Bilge to lr. edge of Sh'rstrake	—	10-9		
Main Sheerstrake, breadth and thickness	41	12		
of d'bling at Sh'rstrake, & length applied	¾ length	9		
from Mn. to ~~Upr. or~~ Spar Dk. Sh'rstrake.	—	7		
~~Up. or~~ Spar Dk Sh'rstrake, brdth & thickns doubled for 180 ft with	42	10 / 7		
Butt Straps to outside plating, breadth & thickness	16¾-9¼	12-9		
Lengths of Plating	11.6			
Shifts of Plating, and Stringers	Two spaces			
Gunwale Plate on ends of ~~Awning~~, Spar, ~~or Upper~~ Deck Beams, breadth and thickness	55	9		
Angle Iron on ditto	4×4×8			
Tie Plates fore and aft, outside Hatchways	13	7		
Diagonal Tie Plates on Beams No. of Pairs,	—	—		
Planksheer material and scantling Teak	12×5			
Waterways do. do.				
Flat of Upper Deck do. do. Teak	3			
How fastened to Beams	Nuts & Screws			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	59	9		
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	5×3½×9			
Tie Plates, outside Hatchways	13	9		
Diagonal Tie Plates on Beams, No. of pairs	—	—		
Waterways materials and scantlings Pitch Pine	10×5			
Flat of Middle Deck do. do.	3½		3½	
How fastened to Beams	Nuts & Screws			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	8	32	
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No. 2	4×4×8			
Stringer or Tie Plates, outside Hatchways	13	8		
Flat of Lower Deck Pine	3	—		
Ceiling betwixt Decks, thickness and material	Iron & Wood Spar[...]			
in hold Rock Elm & Pine do.	2½	—	2½	
Main piece of Rudder, diameter at head	7			
do. at heel	3			
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 5 Thickness of	—	6-5		

Height up Forward one to Spar deck others to Main Deck

How secured to sides of ship By double frames

Size of Vertical Angle Irons 3×3×6/16 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes and in way of Deck Houses to top height

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Harfields Patent Pall Bitt —

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
In Engine space doubled back to back up to 8 feet water line

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to lower deck and to Main deck alternately
except for ⅗ length amidships to the Main and Spar deck alternately, doubled in Engine space to Main deck and in Boiler space to 8 feet water line

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 5½ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3¾ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3¾ 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 3⅜ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3⅜ ins. from cr. to cr.

Edges of Main Sheerstrake, double ~~or single~~ riveted. **Upper Sheerstrake,** double ~~or single~~ riveted.

Doubled Strake **Butts of Main Sheerstrake,** double ~~treble~~ riveted for — length amidships. Doubled strake Butts of ~~Upper or~~ Spar Sheerstrake, double ~~treble~~ riveted — length amidships.

Butts of Main Stringer Plate, treble riveted for ½ length amidships. **Butts of ~~Upper or~~ Spar Stringer Plate,** treble riveted for ½ length.

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, and double ~~or single~~ Riveted?

Waterway, how secured to Beams Nuts & Screws (*Explain by Sketch, if necessary.*)

Beams of the various Decks, how secured to the sides? By Knees turned down No. Breasthooks, Three Crutches, Three

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Boiler

Manufacturer's name or trade mark, Mossend and Fox Head

The above is a correct description.

Builder's Signature, A & J. Inglis *Surveyor's Signature,* Saml. Lapthorn

…manship. Are the butts of plating planed or otherwise fitted? *Planed* 13305 *Dlos*

…he edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? *Yes*

…the fillings between the ribs and plates solid single pieces? *Yes*

…he holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

…the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

…any rivets break into or through the seams or butts of the plating? *A few*

…, Bowsprit, Yards, &c., are *all* 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.*

…e also Length and Diameter of Lower Masts and Bowsprit *Brig Rigged*

Fore Mast Iron 80.3" × 23 } Three Plates in the Circle 6/16 thick double rivetted
Main Mast — " — 81.8 × 23 } edges double and treble rivetted butts

Bowsprit — Pitch Pine 28 × 19

Tested at Chester 30th April & 1st May 1874 by Andrew S. Jack — *Tested at Chester 30th April & 1st May 1874 by Andrew S. Jack*

…MBER for EQUIPMENT *20325*

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	Nº.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		270	1 11/16	51 5/20	270 – 1 11/16	51 5/20	Bowers …	1	28.1.11	27 8/20	27 3/4	26 18/20
Fore Sails,	Chain … (State Machine where Tested, Date, & name of Superintendent.)	*Breaking strain applied to 3 links cut out of each 15 fathms. 71 15/20 Tons*					(State Machine where Tested, Date, and name of Superintendent.)	1	27.3.9	27	27 3/4	26 18/20
Fore Top Sails,								1	23.2.8	23 11/20	23.2.10	23 11/20
Fore Topmast	*Iron*	90	1 1/16		90 – 1 1/8 or 11 Rope							
Stay Sails	~~Hemp~~ Strm Cbl	90	10 1/2									
Main Sails,	Hawser …	80	8 1/2		90 – 10 1/2		Stream …	1	11.0.15	11 8/20	11	
Main Top Sails,	Towlines …	90	7		90 – 6 1/2			1	5.3.0	7	5 1/2	
	Warp …	90	6				Kedges …	1	2.3.12	4 no	2 3/4	
and 4 Spare	quality *good*	90	5 1/2									
		90	5									

…anding and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Six* ~~Long~~ Boats ~~and~~ *{3 with buoyancy / 1 as a Steamlaunch}*

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good and efficient*

Engine Room Skylights.—How constructed? *Plate & Angle Iron & Teak* How secured in ordinary weather? *By Brass Bars*

What arrangements for deadlights in bad weather? *Thick glass, brass bars and paulines*

Coal Bunker Openings.—How constructed? *Side port* How are lids secured? *Screwed with Iron bars* Height above deck? —

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three side ports and Gangway each side*

Cargo Hatchways.—How formed? *Plate and angle Iron*

State size **Main Hatch** *7.6" × 7.0"* Forehatch *7.6" × 7.0"* Quarterhatch *7.6" × 7.0"*

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

What arrangement for shifting beams? —

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *960*
Date *5th March 1874*
Order for Ordinary Survey No. —
Date —
No. *110* 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	*1874 — Jany. 16th 19th 22nd 28th 30th Feby. 5th 9th*
2nd. On the plating during the process of riveting	*Feby. 12th 13th 16th 23rd 24th 26th March 6th 7th 10th*
3rd. When the beams were in and fastened, and before the decks were laid….	*March 12th 14th 23rd 26th 27th 30th April 13th 14th*
4th. When the ship was complete, and before the plating was finally coated or cemented..	*April 16th 23rd 30th May 13th 19th 22nd 25th 27th*
5th. After the ship was launched and equipped	*June 3rd 10th 11th 12th 15th 16th 19th 23rd 25th 27th 30th July 8th 10th 14th 28th 29th Augt. 6th 7th 11th 14th 17th Augt. 25th 27th Septr. 5th 17th 22nd 25th 30th Octr. 2nd Octr. 3rd*

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

The workmanship is of good quality, — Built in accordance with the approved sketch of midship section, sketch of longitudinal section and spar deck plan, " herewith, Secretary's Letter of the 12th Novr 1873, and in general conformity with the Rules for the grade contemplated.

The doubling of the Bilges for about 174 Feet in length has been carried out towards the completion of the vessel at the instance of the Authorities of the Bureau Veritas in order to attain for the vessel their highest class, it was found however impracticable to double the lower strakes of bilges the midship length required continuously in the way of Boiler space as the Boiler had been already fitted so that at this part the upper strakes of Bilges are doubled instead shifted with the lower ones.

Is a Spar decked vessel with Saloon and State rooms fitted on Spar deck from side to side for about 50 feet amidships and side Houses for about 37 feet

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

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

I am of opinion this Vessel should be Classed ✤ 100 A1 *Spar decked*

The amount of the Entry Fee … …£ *5 : 0 : 0* is received by me,
Special … …£ *61 : 7 : 0* *2nd Octr.* 1874
Certificate … *Gratis*

Sam. Lapthorn

Oct 10th

(Travelling Expenses) (if any) £ —

This vessel appears … to … recommended

Committee's Minute *6th October* 187*4*.

Character assigned *100 A 1 TBW. "Decks … " Spar Decked*

A.C.P