

## IRON SHIP.

1655

Reu 3/7/16

No. 4014 Survey held at Port Glasgow Date, First Survey 23 Nov '75 Last Survey 24 June 1876  
On the Ship "Eastminster" Master Wm Mossey

TONNAGE under Tonnage Deck <u>1055.9</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Port Glasgow</u>
Ditto of Third, Spar, or Awning Deck. <u>82.28</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1875</u> Launched <u>8 June '76</u>
Ditto of Poop, or Raised Q. Dk. <u>23.89</u>	HALF BREADTH (moulded) <u>17.5</u>	By whom built <u>John Reid &amp; Co.</u>
Ditto of Houses on Deck <u>23.89</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>22.75</u>	Owners <u>E W Berryman</u>
Ditto of Forecastle <u>45.51</u>	GIRTH of Half Midship Frame (as per Rule) <u>34.5</u>	Port belonging to <u>London</u>
Gross Tonnage <u>1204.58</u>	1st NUMBER <u>7475</u>	Destined Voyage <u>Brisbane via Spout</u>
Less Crew Space <u>62.24</u>	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <u>1145.34</u>	LENGTH <u>215.5</u>	
Register Tonnage as cut on Beam <u>1145.34</u>	2nd NUMBER <u>16100.6</u>	
	PROPORTIONS—Breadths to Length <u>6.15</u>	
	Depths to Length—Upper Deck to Keel <u>9.47</u>	
	Main Deck ditto <u>9.47</u>	

LENGTH on deck as per Rule 215.5 BREADTH—Moulded... 35 DEPTH top of Floors to Upper Deck Beams 20.79 Power of Engines 1 Horse. ✓ No. of Decks with flat laid two No. of Tiers of Beams two

Dimensions of Ship per Register, length, 226 breadth, 35.3 depth, 20.5

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$0\frac{1}{2} \times 2\frac{1}{2}$	$0\frac{1}{2} \times 2\frac{1}{2}$
STEM, moulding and thickness	$0 \times 2\frac{1}{2}$	$0 \times 2\frac{1}{2}$
STERN-POST for Rudder do. do.	$0 \times 2\frac{1}{2}$	$0 \times 2\frac{1}{2}$
for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	(Class <u>100A</u> )
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	$5 \times 3$	$5 \times 3$
Do. for $\frac{1}{2}$ at each end	$5 \times 3$	$5 \times 3$
REVERSED FRAMES, Angle Iron	$3 \times 3$	$3 \times 3$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	$23\frac{1}{2}$	$23\frac{1}{2}$
thickness at the ends of vessel	$12$	$12$
depth at $\frac{3}{4}$ the half-bdth. as per Rule	$60$	$60$
height extended at the Bilges		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron		
Single or double Angle Iron on Upper edge		
Average space		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$8\frac{1}{2}$	$8\frac{1}{2}$
Single, or double Angle Iron, on Upper Edge		
Average space	$46$	$46$
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$8\frac{1}{2}$	$8\frac{1}{2}$
Single or double Angle Iron on Upper Edge		
Average space	$46$	$46$
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	$16$	$16$
" Rider Plate	$10\frac{3}{4}$	$10\frac{3}{4}$
" Bulb Plate to Intercoastal Keelson	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Double Angle Iron Side Keelson		
" Side Intercoastal Plate		
" do. Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" Attached to outside plating with angle iron	$3 \times 3$	$3 \times 3$
BILGE Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
" do. Bulb Iron		
" do. Intercoastal plates riveted to plating for length		
BILGE STRINGER Angle Irons	$5 \times 3\frac{1}{2}$	$5 \times 3\frac{1}{2}$
Intercoastal plates riveted to plating for length		
SIDE STRINGER Angle Irons		

	Inches in Ship.	16ths in Ship.	Inches required	16ths required
Flat Keel Plates, breadth and thickness	$34$	$11$	$34$	$11$
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	$9 \times 10$			$9 \times 10$
fm up. part of Bilge to lr. edge of Sh'rstrake	$9 \times 10$			$9 \times 10$
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	$36$	$12$	$36$	$12$
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	$9 \times 16$	$11 \times 16$	$9 \times 16$	$11 \times 16$
Lengths of Plating	$6 \times 16$	$16 \times 16$	$6 \times 16$	$16 \times 16$
Shifts of Plating, and Stringers	$2$		$2$	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness				
Angle Iron on ditto				
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	$42$	$10$	$42$	$10$
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. One	$16 \times 3\frac{1}{2} \times 9$	$5 \times 5\frac{1}{2} \times 9$		
Tie Plates, outside Hatchways	$12$	$10$	$12$	$10$
Diagonal Tie Plates on Beams, No. of pairs	$3$	$12$	$12$	$10$
Waterways materials and scantlings	Gutter			
Flat of Main Deck do. do.	$5 \times 16$	$4$		
How fastened to Beams	Screw Bolts & Nuts			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	$31$	$9$	$31$	$9$
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	$4 \times 4 \times 0$	$4 \times 4 \times 0$		
Stringer or Tie Plates, outside Hatchways	$12$	$10$	$12$	$10$
Flat of Lower Deck	$6 \times 3$			
Ceiling betwixt Decks, thickness and material in hold do. do.	Bottoms	$3 \times 8$	$2\frac{1}{2}$	
Main piece of Rudder, diameter at head do. at heel	$5\frac{1}{2}$	$3$	$5\frac{1}{2}$	$3$
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. One Thickness of $\frac{1}{4}$				
Height up to Main Deck				
How secured to sides of ship	Double frames			
Size of Vertical Angle Irons	$3 \times 3 \times 7$			
and distance apart	$30$			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

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

Windlass Simpsons Walker & Co. Patent

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with  $\frac{1}{4}$  in. Rivets, about  $20$  apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold or Stringer and to Main 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  $\frac{1}{10}$  in. diameter, averaging  $5\frac{1}{2}$  ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{1}{10}$  in. diameter, averaging  $5\frac{1}{2}$  ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{1}{10}$  in. diameter averaging  $5\frac{1}{2}$  ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging  $3\frac{1}{4}$  ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{1}{10}$  in. diameter, averaging  $5\frac{1}{2}$  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, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

Breadth of laps of plating in double riveting  $5\frac{1}{4}$  Breadth of laps of plating in single riveting —

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

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, Angle Iron boats Plates Consell

The above is a correct description.

Builder's Signature, John Reid & Co. Surveyor's Signature, Edmund Bonchum

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



Do any rivets break into or through the seams or butts of the plating? None seen

State also Length and Diameter of Lower Masts and Bowsprit: Fore Mast 75' 3" dia 30" Main 77' 2" dia 30" Mizzen 70' 2" dia 24" Bowsprit 20' dia 24"

Fore Mast in 2 plates	4/16 & 6/16	} edges double riveted & lints treble with straps outside & 1/16 thicker than plates 2 Angle Irons in each all throughout. In Fore & Main Masts 4 1/2 x 3 x 3/16 & in Mizzen & Bowsprit 4 1/2 x 3 x 7/16 - plates doubled in way of wedging
Main "	" 4/16 & 6/16	
Mizzen "	" 6/16 & 5/16	
Bowsprit "	" 7/16 & 5/16	

[illegible]

Standing and Running Rigging <sup>12066212043</sup> ~~wired~~ Hemp sufficient in size and good in quality. She has One Long Boat and 2 Life Boats & other

The Windlass is Efficient 2 Capstan <sup>One Steak</sup> ~~done~~ <sup>done</sup> and Rudder and Pumps Efficient

**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? P Ports & P Scuppers

**Cargo Hatchways.**—How formed? Iron framed & plated, beamings

State size **Main Hatch** 16' 9 1/2" by 12' 0" **Forehatch** 4' 0" x 6' 3" **Quarterhatch** 4' 0" x 6' 3"

If of extraordinary size, state how framed and secured? Strong frame, Coming plate 2'5" x 9/16"

What arrangement for shifting beams? One shifting beam and web plate

**Hatches,** If strong and efficient? Yes

Order for Special Survey No. <u>70</u>	DATES of Surveys held while building was per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Build under S.P. Surveyed 1875. Nov. 23. 25</u>
Date <u>3<sup>rd</sup> Dec<sup>r</sup> 1875</u>		2nd. On the plating during the process of riveting	<u>30 Dec<sup>r</sup> 2. 7. 13. 25. 29. 1876 Jan<sup>y</sup> 14. 19. 25. 28.</u>
Order for Ordinary Survey No. <u>✓</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Feb<sup>y</sup> 4. 7. 10. 17. 22. 26. 29 March 3. 9. 15. 18. 31 April 4</u>
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>6. 20 May 3. 10. 16. 26 June 2. 7. 14. 16. 24. 27</u>
No. <u>5/P</u> in builder's yard.		5th. After the ship was launched and equipped	

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

General Remarks (State quality of workmanship, &c.) This Vessel has been built in conformity with the Rules and Midship Section & Deck plan herewith appended which were submitted and approved by the Committee in letter dated 6<sup>th</sup> Dec<sup>r</sup> 1875. Side Ports have been fitted as shown in accompanying sketch which was submitted and approved in letter dated 10 March 1876. The workmanship and materials are of the best description.

Fore & Main Lower Yards	44' 0" dia	19" plates	$\frac{6 \cdot 5 \cdot 4}{16}$	1 edge single riveted. & butts lapped & treble riveted. plates doubled in way of hoops two angle iron in each all throughout those in the Lower Yards $3 \times 3 \times \frac{6}{16}$ & in the Reer $3 \times 2 \frac{1}{2} \times \frac{6}{16}$
" " " " " " " "	66' 6" "	16" "	$\frac{5 \times 4 \cdot 3}{16}$	
Crop Jack	50' 0" "	15" "	$\frac{5 \cdot 4 \cdot 3}{16}$	
Main Lower Topail Yard	40' 6" "	12" "	$\frac{4 \times 3}{16}$	

~~State if one, two, or three, decked vessel, or if spar, or running decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom~~

How are the surfaces preserved from oxidation? Inside Portland Cement to above Pulley Outside Red Lead & Paint & Patent

Is of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ 3 : 0 : 0, is received by me,

Special ... ..£ 53: 12: 6 28 June 1876

Certificate ... 0:0:0

(Travelling Expenses, if any, £\_\_\_\_\_)

Committee's Minute 4<sup>th</sup> July 18

*Character assigned*

△ R. P.

TB

This vessel appears  
eligible to be classed  
100 A-1 as recommended