

IRON SHIP. 1891

No. 4265 Survey held at Port Glasgow Date, First Survey 29th Dec 1875 Last Survey July 24th 1877 Page 301/117

On the Screw Steamer "Sava" Master W. Hall

TONNAGE under Tonnage Deck	<u>232.27</u>	ONE, TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.		SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk.	<u>38.0</u>	HALF BREADTH (moulded)
Ditto of Houses on Deck	<u>6.76</u>	DEPTH from upper part of Keel to top of Upper Deck Beam:
Ditto of Forecastle	<u>15.19</u>	GIRTH of Half Midship Frame (as per Rule)
Gross Tonnage	<u>293.02</u>	1st NUMBER
Less Crew Space	<u>22.43</u>	1st NUMBER, if a THREE-DECKED VESSEL
Less Engine Room	<u>240.29</u>	LENGTH [deduct 7 feet
Register Tonnage as out on Beam	<u>146.52</u>	2nd NUMBER
		PROPORTIONS —Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Built at Port Glasgow
 When built 1876.7.7 Launched 7th Nov 76
 By whom built Blackwood & Gordon
 Owners James M. Gordon & Co
 Port belonging to Melbourne
 Destined Voyage Melbourne
 Surveyed while Building, ~~at sea, or in Dry Dock.~~

LENGTH on deck as per Rule	Feet. <u>140</u>	BREADTH Moulded	Feet. <u>21.5</u>	DEPTH top of Floors to Upper Deck Beams	Feet. <u>12.1</u>	Power of Engines	Horse. <u>54</u>	N ^o . of Decks with flat laid	<u>One</u>	N ^o . of Tiers of Beams	<u>One</u>
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Dimensions of Ship per Register, length, 149.05 breadth, 21.6 depth, 11.9

	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	Inches.	16ths.	Inches.	16ths.					
KEEL , depth and thickness	6	2	4	15/16	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <u>one strake</u> fin up. part of Bilge to lr. edge of Sh'rstrake	31	7	30	7/16
STEM , moulding and thickness	6	2	6	1/4 x 1 1/2	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	34	8	30	9
STERN-POST for Propeller	4	3	6	3/4 x 3/4	Butt Straps to outside plating, breadth & thickness	8 1/2	9 1/4	4.0/16	8 1/2 x 9 1/4 x 4.0/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		Lengths of Plating	6	spaces	5	spaces
FRAMES , Angle Iron, for 2/3 length amidships	3	2 1/2	3	2 1/2	Shifts of Plating, and Stringers	2		2	
Do. for 1/3 at each end	3	2 1/2	3	2 1/2	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness				
REVERSED FRAMES , Angle Iron	2 1/2	2 1/2	4	2 1/2	Angle Iron on ditto				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	13		12 1/2		Tie Plates fore and aft, outside Hatchways				
thickness at the ends of vessel	6 1/2		6 1/4		Diagonal Tie Plates on Beams No. of Pairs,				
depth at 3/4 the half-bdth. as per Rule	6 1/2		6 1/4		Planksheer material and scantling				
height extended at the Bilges	20		20		Waterways do. do.				
BEAMS, Upper, Spar, or Awning Deck					Flat of Upper Deck do. do.				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	5	3	How fastened to Beams				
Single or double Angle Iron on Upper edge					Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	34	6	34	6
Average space	42		42		Is the Stringer Plate attached to the outside plating?	yes			
BEAMS, Main, or Middle Deck					Angle Irons on ditto, No. 1	3	3	3	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	5	3	Tie Plates, outside Hatchways	7	6	7	6
Single, or double Angle Iron, on Upper Edge					Diagonal Tie Plates on Beams, No. of pairs	7		7	
Average space	42		42		Waterways materials and scantlings	3		3	
BEAMS, Lower Deck, Hold, or Orlop					Flat of Lower Deck do. do.	3		3	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					How fastened to Beams	Screw bolts & nuts			
Single or double Angle Iron on Upper Edge					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Average space					Is the Stringer Plate attached to the outside plating?				
KEELSONS Centre line, single or double plate, box or intercostal, Plates	10		10		Angle Irons on ditto, No.				
" Rider Plate	6 1/2		6 1/2		Stringer or Tie Plates, outside Hatchways				
" Bulb Plate to Intercostal Keelson	3	3	3	3	Flat of Lower Deck				
" Angle Irons	3	3	3	3	Ceiling betwixt Decks, thickness and material	Buttons			
" Double Angle Iron Side Keelson					in hold do. do.	2		2	
" Side Intercostal Plate					Main piece of Rudder, diameter at head	3 3/4		3 3/4	
" do. Angle Irons					do. at heel	2 1/4		2 1/4	
" Attached to outside plating with angle iron					Can the Rudder be unshipped afloat?	yes			
BILGE Angle Irons	3	3	3	3	Bulkheads No. 4 Thickness of 4/16				
" do. Bulb Iron	6		5		Height up <u>to main deck</u>				
" do. Intercostal plates riveted to plating for length					How secured to sides of ship <u>Double frames</u>				
BILGE STRINGER Angle Irons					Size of Vertical Angle Irons <u>2 1/2 x 2 1/2 x 3/8</u> and distance apart <u>30</u> ins.				
Intercostal plates riveted to plating for length					Are the outside Plates doubled two spaces of Frames in length?	yes			
SIDE STRINGER Angle Irons	3	3	3	3					
Transoms, material. Knight-heads. Hawse Timbers.									

Windlass Capstan purchase Ball Bitt

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 5/16 x 3/4 in. Rivets, about 5 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Main Dk stringer and to above Bilge 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/16 x 3/4 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/16 x 3/4 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of one Strake at Bilge for half length, double riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/16 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/16 in. diameter, averaging 2 3/4 ins. from cr. to cr.

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

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ✓ length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for ✓ length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4

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

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

Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Plates Corsett, Angle Irons Catteridge

The above is a correct description.

Builder's Signature, Blackwood & Gordon Surveyor's Signature, Edmund R. Buchanan

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

IRON 473-0118

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? *very few* 18917 *Em*

Masts, Bowsprit, Yards, &c., are *of Wood* 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 *Light Pale Masts*

No.	SAILS.	CABLES, &c. (State Machine used, make, & name of Superintendent.)	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.					
								No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
<i>Double Sail</i>	Fore Sails,	<i>2nd March 1876 Ipton Proving Home Saml. Ferguson Superint.</i>	<i>165 1/2</i>	<i>1"</i>	<i>18 x 24</i>	<i>165 1/2</i>	<i>10 x 24</i>	Bowers	<i>14 1/2</i>	<i>8.0.0</i>	<i>10.2.2.0</i>	<i>7 1/4</i>	<i>9 9/10</i>
	Fore Top Sails,							<i>28 1/2</i>	<i>4.3.20</i>	<i>10.2.2.0</i>			
	Fore Topmast Stay Sails												
	Main Sails,							<i>1</i>	<i>2.3.0</i>		<i>2 3/4</i>		
	Main Top Sails,							<i>1</i>	<i>1.1.6</i>		<i>1 1/4</i>		
and		quality <i>good</i>	<i>20</i>	<i>2 1/2</i>				Kedges					

Standing and Running Rigging *Wire & Hempen* sufficient in size and *good* in quality. She has *one* ~~one~~ Boat and *one other*
 The Windlass is *Capstan purchase Capstan D W* and Rudder *efficient* Pumps *to each Compartment*
 Engine Room Skylights.—How constructed? *Iron Cornings 30" x 18" framing* How secured in ordinary weather? *Quadranted Wire Rods*
 What arrangements for deadlights in bad weather? *Sarpanulins*
 Coal Bunker Openings.—How constructed? *Cast Iron Girders* How are lids secured? *Self locking* Height above deck? *flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*
 Cargo Hatchways.—How formed? *Iron framed*
 State size **Main Hatch** *10'6" x 4'0"* Forehatch Quarterhatch *6'0" x 6'0"*
 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.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.
<i>775</i>	<i>Nov 1875</i>			<i>135</i>		1st. On the several parts of the frame, when in place, and before the plating was wrought } <i>1875. Dec 29, 1876 January 11, 14, 25, 29, February 4</i> 2nd. On the plating during the process of riveting } <i>9.15.19.25 March 3.7.15 April 4.11.21.28 May 3</i> 3rd. When the beams were in and fastened, and before the decks were laid... } <i>12.16.23.26.30 June 2, 7 July 28, October 19, 24 Nov 3</i> 4th. When the ship was complete, and before the plating was finally coated or cemented... } <i>15.22.30. December 6, 12, 15, 22, 29, 1877, Jan 18, 25</i> 5th. After the ship was launched and equipped } <i>Feb 6, 8, 21, March 6, 28, April 26, July 14, 20, 24</i>

General Remarks (State quality of workmanship, &c.) *This vessel has been built in conformity with the Rules and Midship Section and Longitudinal plan herewith appended which were submitted and approved by the Committee in letter dated 23rd November 1875.*
The workmanship and materials are of good description.

State ~~if one, two, or three, decked vessel, or if spar, or wing decked,~~ and the lengths of poop, ^{*34 1/2'*} fore-castle, ^{*29'*} or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside *Cement in flat to above turn of Bilge* Outside *4 Coats of Prime Paint above*
 I am of opinion this Vessel should be Classed *90A*

The amount of the Entry Fee ... £ *3 : 0 : 0* is received by me, *ERB*
 Special ... £ *13 : 10 : 0* 26 July 1877 } *Edmund Rouchman*
 Certificate ...

(Travelling Expenses, if any, £)
 Committee's Minute *31st July 1877*
 Character assigned *90A*
THE Lloyd's Register of Shipping
 It is submitted that this vessel appears eligible to be classed *90A* and recommended.
 one deck Foundation