

# IRON SHIP.

No. 1265 Survey held at Port Glasgow Date, First Survey 29<sup>th</sup> Dec 1875 Last Survey July 24<sup>th</sup> 1877

On the Screw Steamer "Suva" Master Wm Hall

TONNAGE under Tonnage Deck 232.27 ONE, ~~TWO DECKED~~, ~~THREE DECKED~~ VESSEL.  
 Ditto of Third, Spar, or Awning Deck. 38.0 ~~SPAR, OR AWNING DECKED VESSEL.~~  
 Ditto of Poop, or Raised Qr. Dk. 6.46 HALF BREADTH (moulded) 10.45  
 Ditto of Houses on Deck 15.19 DEPTH from upper part of Keel to top of Upper Deck Beam 13.15  
 Ditto of Forecastle 293.02 GIRTH of Half Midship Frame (as per Rule) 20.9  
 Gross Tonnage 22.43 1st NUMBER 44.0  
 Less Crew Space 240.29 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]  
 Less Engine Room 93.44 LENGTH 140.8  
 Register Tonnage as cut on Beam 146.52 2nd NUMBER 6630.4  
 PROPORTIONS—Breadths to Length 6.85  
 Depths to Length—Upper Deck to Keel 11.2  
 Main Deck ditto 11.2

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

LENGTH on deck as per Rule 140.8 BREADTH Moulded 21.5 DEPTH top of Floors to Upper Deck Beams 12.1 Power of Engines 54 Horse. 54 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 149.05 breadth, 21.6 depth, 11.9

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 x 2	4 x 1 1/2
STEM, moulding and thickness	6 x 2	6 1/4 x 1 1/2
STERN-POST for Rudder do. do.	4 x 3	6 1/4 x 3 1/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21
FRAMES, Angle Iron, for 1/2 length amidships	3 2 1/2 5	3 2 1/2 5
Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4	2 1/2 2 1/2 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	13 - 6	12 1/2 - 6
thickness at the ends of vessel	8 x 6 spaces	8 x 6 spaces
depth at 3/4 the half-bdth. as per Rule	6 1/2 - 5	6 1/4 - 5
height extended at the Bilges	20 - 25	20 - 25
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	42 -	42 -
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 3 7 5 3 7	5 3 7 5 3 7
Single or double Angle Iron on Upper Edge	- - - -	- - - -
Average space	42 -	42 -
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	- - - -	- - - -
Single or double Angle Iron on Upper Edge	- - - -	- - - -
Average space	- - - -	- - - -
KEELSONS Centre line, single or double plate, box or intercostal plates	10 - 8	10 - 8
" Rider Plate	6 1/2 - 8	6 1/2 - 8
" Bulb Plate to Intercostal Keelson	3 3 6 3 3 6	3 3 6 3 3 6
" Angle Irons	- - - -	- - - -
" Double Angle Iron Side Keelson	- - - -	- - - -
" Side Intercostal Plate	- - - -	- - - -
" do. Angle Irons	- - - -	- - - -
" Attached to outside plating with angle iron	- - - -	- - - -
BILGE Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6
" do. Bulb Iron	6 - 6	5 - 5
" do. Intercostal plates riveted to plating for length	- - - -	- - - -
BILGE STRINGER Angle Irons	- - - -	- - - -
Intercostal plates riveted to plating for length	- - - -	- - - -
SIDE STRINGER Angle Irons	3 3 6 3 3 6	3 3 6 3 3 6
Transoms, material. Knight-heads. Hawse Timbers.	- - - -	- - - -

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	-	-	-	-
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	31	7	30	7
of doubling at Bilge, or increased thickness, and length applied one strake	-	7	one strake	7
fin up. part of Bilge to l.r. edge of Sh'rstrake	-	6	-	6
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	34	8	30	9
Up. or Spar Dk Sh'rstrake, brdth & thickness	-	-	-	-
Butt Straps to outside plating, breadth & thickness	8 1/2 x 9 1/4 x 1/2	8 1/2 x 9 1/4 x 1/2	8 1/2 x 9 1/4 x 1/2	8 1/2 x 9 1/4 x 1/2
Lengths of Plating	60 spaces	-	50 spaces	-
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	34	6	34	6
Is the Stringer Plate attached to the outside plating?	yes	-	-	-
Angle Irons on ditto, No.	3 x 3 x 6	3 x 3 x 6	-	-
Tie Plates, outside Hatchways	7 6	7 6	-	-
Diagonal Tie Plates on Beams, No. of pairs	-	-	-	-
Waterways materials and scantlings	-	-	-	-
Flat of Lower Deck do. do.	3 3	3 3	-	-
How fastened to Beams	3	3	-	-
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	-	-	-	-
Is the Stringer Plate attached to the outside plating?	-	-	-	-
Angle Irons on ditto, No.	-	-	-	-
Stringer or Tie Plates, outside Hatchways	-	-	-	-
Flat of Lower Deck	-	-	-	-
Ceiling betwixt Decks, thickness and material	Buttons	-	-	-
in hold do. do.	2	2	-	-
Main piece of Rudder, diameter at head	3 1/2	3 1/4	-	-
do. at heel	2 1/4	2 1/4	-	-
Can the Rudder be unshipped afloat?	yes	-	-	-
Bulkheads No. 4 Thickness of 4 1/2	-	-	-	-
Height up to Main Deck	-	-	-	-
How secured to sides of ship	Double frames	-	-	-
Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/2 and distance apart 30 ins.	-	-	-	-
Are the outside Plates doubled two spaces of Frames in length?	yes	-	-	-

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5/8 x 1/4 in. Rivets, about 5 1/2 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend across midline 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 5/8 x 1/4 in. diameter, averaging 2 1/2 x 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 x 1/4 in. diameter averaging 2 1/4 x 3 1/2 ins. from centre to centre.  
 Butts of One Strake at Bilge for half length, double 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 5/8 in. diameter, averaging 2 1/4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/4 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 Butter (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 Castron

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.

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 *En*

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 Pole Masts*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
SAILS.		CABLES, &c.		Chain		Bowers		N <sup>o</sup> .		Weight. Ex. Stock.		Test per Certificate.	
N <sup>o</sup> .	Fore Sails,	2 <sup>nd</sup> March 1876		Lipton Provins Home		Sant. Eregenne Superint.		14 3/4		8.0.0		10.2.2.0	
Double	Fore Top Sails,	2 <sup>nd</sup> March 1876		Lipton Provins Home		Sant. Eregenne Superint.		28 1/4		4.3.20		10.2.2.0	
Swirl	Fore Topmast Stay Sails	Hmpn Strm Cbl		Hawser ...		90		1 1/4		Stream ...		1 2.3.0	
	Main Sails,	Towlines ...		90		5 1/2		Kedges ...		1 1.1.6		1 1/4	
and	Main Top Sails,	Warp ...		90		5 1/2							
	quality	good		120		2 1/2							

Standing and Running Rigging *Wire & Hempen* sufficient in size and *good* in quality. She has *one* *Long* Boat and *one* *other* The Windlass is *Capstan* *purchase* *Capstan* *DW* 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 Goods*

What arrangements for deadlights in bad weather? *Sarpanulins*

Coal Bunker Openings. How constructed? *Cast Iron* 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. <i>775</i>	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	<i>1875. Dec 29. 1876. January 11. 14. 28. 29. February 4.</i>
Date <i>Nov 1875</i>		2nd. On the plating during the process of riveting	<i>9. 15. 19. 25. March 3. 7. 15. April 4. 11. 24. 28. May 3.</i>
Order for Ordinary Survey No. <i>✓</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>
Date <i>✓</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>
No. <i>135</i> in builder's yard.		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 23<sup>rd</sup> November 1875.*

*The workmanship and materials are of good description*

State ~~if one, two, or three, decked vessel, or if spar, or wing deck,~~ and the lengths of poop, *34' 6"* fore-castle, *29' 6"* 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 Bilges* Outside *4 Coats of Prim.*

I am of opinion this Vessel should be Classed *90A*

The amount of the Entry Fee ... *3 : 0 : 0* is received by me, *RRB*  
Special ... *13 : 10 : 0* 26 July 1877  
Certificate ...

(Travelling Expenses, if any, £.....)

Committee's Minute

Character assigned

31st July 1877

It is submitted that this vessel appears eligible to be classed *90A* recommended.

one deck Foundation