

STEEL IRON SHIP.

(Received at London Office, 10.4.84)

No. 43676 Survey held at London Date, First Survey July 5th 1883 Last Survey April 8th 1884On the Steel Iron S.S. "Quorra"TONNAGE under Tonnage Deck 148.08

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses

Ditto of DeckwaysGross Tonnage 175.91

Less Crew Space

Less Engine Room

Register Tonnage as out on Beam 119.62

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

Half Breadth (moulded) 10. Feet.Depth from upper part of Keel to top of Upper Deck Beams 7.83Girth of Half Midship Frame (as per Rule) 16.51st Number 34.33

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 124.2nd Number 4256.92Proportions— Breadths to Length.. 6.2Depths to Length—Upper Deck to Keel.. 15.08

Main Deck ditto

Master WilliamsBuilt at Britannia YardWhen built 1883-4 Launched 31 Dec 1883By whom built Forrest & SonOwners Clement E. MorrisResidence 26 Brown's BuildingsPort belonging to LiverpoolDestined Voyage Niger

If Surveyed while Building, Afloat, or in Dry Dock.

While Building & Fitting outLENGTH on deck as per Rule 124 BREADTH—Moulded... 20 DEPTH top of Floors to Upper Deck Beams 6 11 1/2 Power of Engines ... 54 N Horse. N° of Decks with flat laid one N° of Tiers of Beams oneDimensions of Ship per Register, length, 125 breadth, 20.2 depth, 7.0DEPTH Moulded 7.6KEEL, depth and thickness 30 x 13/32STEM, moulding and thickness... 6 x 1 1/4STERN-POST for Rudder do. do. 6 x 2 1/4

" " for Propeller

Distance of Frames from moulding edge to moulding edge, all fore and aft 20 inchesFRAMES, Angle Iron, for 1/2 length amidships 2 1/2 x 2 1/2

Do. for 1/4 at each end

REVERSED FRAMES, Angle Iron 2 1/4 x 2 1/4FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 10 1/2" thickness at the ends of vessel 8 x 13/16" depth at 3/4 the half-bdth. as per Rule 8" height extended at the Bilges... 21BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 x 3Single or double Angle Iron on Upper edge 40

Average space... .. .

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 x 3Single or double Angle Iron on Upper Edge 40

Average space... .. .

BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 x 3Single or double Angle Iron on Upper Edge 40

Average space... .. .

BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 1/2 x 3Single or double Angle Iron on Upper Edge 40

Average space... .. .

KEELSONS Centre line, single or double plate, 10/32" " Intercoastal, Plates 10/32

" Rider Plate

" Bulb Plate to Intercoastal Keelson 3 x 3" Angle Iron 3 x 3" Double Angle Iron Side Keelson 3 x 3" Side Intercoastal Plate 3 x 3" do. Angle Iron 3 x 3" Attached to outside plating with angle 3 x 3BILGE Angle Iron 3 x 3" do. Bulb Iron 5" do. Intercoastal plates riveted to plating for 5 1/2BILGE STRINGER Angle Iron 3 x 3Intercoastal plates riveted to plating for 5 1/2SIDE STRINGER Angle Irons 3 x 3The FRAMES extend in one length from Keel to GunwaleThe REVERSED ANGLE IRONS on floors and frames extend across the middle line to upper part of bilge and to alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre." Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre." Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter averaging 3 x 2 1/2 ins. from centre to centre." Butts of one Strakes at Bilge for double length, double riveted with Butt Straps 1 1/2 thicker than the plates they connect." Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 x 5/8 in. diameter, averaging 3 1/4 x 2 1/2 ins. from cr. to cr." Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter, averaging 3 x 2 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, double riveted for entire length amidships. Butts of Upper or Spar Sheerstrake, treble riveted double length amidships." Butts of Main Stringer Plate, double riveted for entire length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for double length." Breadth of laps of plating in double riveting 4 1/2 x 3 1/4. Breadth of laps of plating in single riveting 2 3/4Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? per rule No. of Breasthooks, connected atWhat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? From the Steel works at BallbridgeManufacturer's name or trade mark, Newton & Co. Blochairn Steel Works, Glasgow. Various & certified tests produced

The above is a correct description.

Builder's Signature, Forrest & Son Surveyor's Signature, J. N. Miles

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Chipped and filed when necessary*
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? *no*

Masts, 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.
State the Length and Diameter of Lower Masts and Bowsprit *are sufficient, and they are all made of wood.*

NUMBER for EQUIPMENT 4256		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	120	3/4	15.2.2.0	3/4	Netherton No 13283 D. G. Lewis						
Fore Sails,	Iron Stream Chain	90	9/16	3.15.0.0	9/16	Netherton No 13284 D. G. Lewis	Bower Anchors	2	4.3.10	7.5.0.0	4.1.0	Netherton No 13330 D. G. Lewis
Fore Top Sails,	or Steel Wire						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Topmast Stay Sails,	or Hempen Strm Cable	75	7		7				4.3.7	7.5.0.0	4.1.0	
	Towline, Hemp.	75	8		6							
	or Steel Wire											
Main Sails,	Hawser	76	6				Stream Anchor	1	1.1.12	3.15.3.21	1.1.0	Netherton No 13657 D. G. Lewis
Main Top Sails,	Warp	90	4		4		Kedge	1	2.21		2.0	
and	quality	70	3 1/2				2nd Kedge					

Standing and Running Rigging *Wire Rope & Manilla* sufficient in size and *good* in quality. She has *one* Long Boat and *another*
The Windlass is *of Iron Ford & Secure* Capstan and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Wood framing on Iron Coaming* How secured in ordinary weather? *bolted*
What arrangements for deadlights in bad weather? *Solid wood sashes with bulls eyes*
Coal Bunker Openings. How constructed? *Cast iron Deck Plates* How are lids secured? *by turning block* Height above deck? *flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports in bulwarks hung with hinges and scuppers through the strakes level with the deck beam stringers*
Cargo Hatchways. How formed? *Iron Coamings and hatches of solid wood*
State size Main Hatch *12.3 x 9.0* Fore hatch *15.9 x 9.0* Quarter hatch
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *web plate in centre of fore hatch*
Hatches, If strong and efficient? *they are*

Order for Special Survey No. *7*
Date *1883*
Order for Ordinary Survey No. *2081*
No. *2081* in builder's yard.
State dates of letters respecting this case *Secretary's letter to Builders' 28/6/83 Copy herewith*

General Remarks (State quality of workmanship, &c.) *The general quality of the workmanship is good - Has been fitted with a very light awning shade deck above the forward & after main deck, which has been taken down and is intended to be replaced on the vessel's arrival at her destination.*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Cemented to upper part of bridge, & paint* Outside *Oxide of Iron & other paint*
I am of opinion this Vessel should be Classed *90 A 1 Steel*
The amount of the Entry Fee£ *1 : 2 : 0* is received by me, *J. W. Miles*
Special£ *8 : 16 : 0* 10/4/84
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £)
Committee's Minute
Character assigned *90 A 1 Steel*
THURSDAY 13 APRIL 1884
18
J. W. Miles
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel has been built in accordance with the appended approved plans and appears worthy to be classed as recommended
90 A 1 Steel
Lloyd's Register Foundation