

IRON SHIPS.

No. 1012 Survey held at Sydney Heads Date 29th March 1851 Regd 22/11/18
 on the "Barque" Hizzie Hallie Master John Mc Dougall
 Tonnage under tonnage deck 355.94 Built at Sydney Heads When built 1851 Launched 25th Decr
 Ditto of poop or spar deck 13.29 By whom built Patterson & Co Owners Mess^{rs} Surplice & Co
 Ditto of engine room 13.29 Total Register tonnage 370.23 Port belonging to Patterson & Co Destined Voyage Alleyton
 Gross Tonnage 370.23 Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	→	N°. of Decks	the Lai
(Dimensions of Ship per Register, length	125	breadth	21	depth	11.10				
Keel, if bar iron, depth and thickness.....		Inches in Ship.		Inches required per Rule, for 3000 tons Scale.		Plates in Garboard Strakes, breadth and thickness.....	25	9	24 9/16
.. if plate iron, breadth and thickness	1 1/2 × 2 1/4	1 1/2 × 2 1/4				Ditto from Garboard to upper part of Bilges	8	8	8/16
Stem, if bar iron, moulding and thickness	1 1/2 × 2 1/4	1 1/2 × 2 1/4				.. from upper part of Bilge to a perpendicular height from upper side of Keel of 3/8ths the entire depth of Hold	16	16	16/16
.. if plate iron, breadth and thickness	1 1/2 × 2 1/4	1 1/2 × 2 1/4				.. from 3/8ths depth of Hold to lower edge of Sheerstrake	4	4	4/16
Stern-post, if bar iron, moulding and thickness	1 1/2 × 2 1/4	1 1/2 × 2 1/4				.. Sheerstrake, breadth and thickness	3 1/8 × 4 1/4	24	24 7/16
.. if plate iron, breadth and thickness	1 1/2 × 2 1/4	1 1/2 × 2 1/4				Butt Straps to outside plating, breadth and thickness	2 1/2 × 3 1/4	9 1/2	9 1/2/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	11.5				Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	18 4/16	18	18/16
Frames, Size of Angle Iron, single or double	1 1/2 × 2 1/2	1 1/2 × 2 1/2				Angle Iron on ditto	2 1/2 × 2 1/2 × 5/16	3 1/2 × 3 1/4	3 1/2 5/16
Reversed Iron, if to every frame	1 1/2 × 2 1/2	1 1/2 × 2 1/2				Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	2 1/2 × 3 1/4	18	18/16
15 Holes or every beam frame	1 1/2 × 2 1/2	1 1/2 × 2 1/2				Diagonal Tie Plates on ditto	3 1/2 × 10/16	9 1/4	9 1/4/16
Floors, depth and thickness of Floor Plate at mid line	14 1/4	14 1/4				Planksheer, materials and scantlings	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. Ditto ditto at Bilge Keelson	1 1/2	1 1/2				Waterway ditto	10 1/2 × 10 1/2	10 1/2	10 1/2/16
Size of Reversed Angle Iron, and No. 1 1/2 at top of Floor Plate	2 1/2 × 2 1/2	2 1/2 × 2 1/2				Flat of Upper Deck, thickness and material	10 1/2 × 10 1/2	10 1/2	10 1/2/16
Beams, Deck (No. 1 1/2) double Angle Iron, Plate, Tee, or Bulb Iron	1 1/2 × 4	1 1/2 × 4				.. how fastened to Beams	as per Rule		
.. double or single Angle Iron, on 1 1/2 edge	2 1/2 × 2 1/2	2 1/2 × 2 1/2				Ceiling betwixt Decks and in Hold, thickness and material	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. average space between	3 1/2 × 10	3 1/2 × 10				Clamps or Spirketting ditto	10 1/2 × 10 1/2	10 1/2	10 1/2/16
Hold, or Lower Deck (No. 1 1/2) double Angle Iron, Plate, Tee, or Bulb Iron	1 1/2 × 4	1 1/2 × 4				Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	2 1/2 × 7 1/2	13 1/2	13 1/2/16
.. double or single Angle Iron, on 1 1/2 edge	2 1/2 × 2 1/2	2 1/2 × 2 1/2				Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	3 1/2 × 3 1/4	5 1/2	5 1/2/16
.. average space between	3 1/2 × 10	3 1/2 × 10				Stringers in Hold	10 1/2 × 10 1/2	10 1/2	10 1/2/16
Paddle, sided and moulded, thickness of Plate size of Angle Iron	1 1/2 × 4	1 1/2 × 4				Flat of Lower Deck, thickness and material	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. Engine ..	12	12				Main piece of Rudder, diameter at head	3 1/2	3 1/2	3 1/2/16
Keelson, single or double plate, box, or intercostal	12 9/16	12 9/16				.. at heel	2 1/2	2 1/2	2 1/2/16
.. Size of Plates	1 1/2	1 1/2				(Can the Rudder be unshipped afloat?)	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. Size of Angle Irons	3 1/2	3 1/2				Bulkheads, N°. 10. Thickness of 5 1/2	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. Side, single or double, plate, box, or intercostal	1 1/2	1 1/2				.. Height up to deck	10 1/2 × 10 1/2	10 1/2	10 1/2/16
.. Bilge (No. 2) at each Bilge, single, or double, plate, or box	3 1/2	3 1/2				.. how secured to the sides of the ship	10 1/2 × 10 1/2	10 1/2	10 1/2/16

Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Oak Chocks

The Frames extend in one length from Keel to Sheerstrake, riveted through plates with (3/4 in.) rivets, about (1 1/2 ins.) apart

The reverse angle irons on the floors extend in one length across the middle line from Keel to become the angle with

" " " on the frames " " " from

to the Hold beam strings alternately to deck

Keelson, how are the various lengths of plates or angle irons connected?

by Butt plates

Plates, Garboard, double or

riveted to keel, double or

at upper edge, with rivets (1 3/4 ins.) diameter, averaging (3 1/2 ins.) apart.

.. Edges from Garboards to upper part of bilge, worked clench, double or single riveted; with rivets (3 1/4 in.) diameter, averaging (2 1/4 ins.) apart.

.. Butts from Keel to turn of bilge, worked carvel with butt straps (9 4/8 11/16) thick, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart.

Do the butt straps lap over and rivet through the lands of the stave below? No

.. Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart.

Do the butt straps lap over and rivet through the lands of the stave below? No

.. Edges of Sheerstrake, double or single riveted? At upper edge Single At lower edge Double

.. Butts from bilge to planksheers, worked carvel with butt straps (8 1/2 - 6 1/2) thick, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart. Breadth of laps in double riveting (4 3/8 15 1/4) Breadth of laps in single riveting (2 3/8)

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

Planksheer, how secured to the plating of the sides

Explain by sketch

a gutter let away formed by Gunwale plates thus single side

Waterway " " planksheer and to the Beams

if necessary

by Gunwale plates thus single side

Deck Beams, how secured to the side?

single plate twisted to beam and flange

Hold or Lower Deck ditto

do

do

Paddle " "

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

Manufacturer's name or trade mark Single plate & Bulk headed Elliott, Jaques & H.C. & Co

We certify that the above is a correct description of the several particulars therein given. Plating Shallow Sides Shallow Sides

Builder's Signature Readhead & Co Surveyor's Signature M. White

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double riveted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Long lengths

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? No

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

She has SAILS.

CABLES, &c., tested at

No.	Fore Sails,	Chain	No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to.	Tons.
The	Fore Top Sails,	Hempen	1222.	1222. 30.1.66.	120	157	16	31
Chop C	Fore Topmast	Stream Cable	897.	897. 16.11.65.	60	15	16	31
Steer	Stay Sails,	Hawser	957	957. 20.11.65.	103	15	16	31
	Main Sails,	Towlines	-	-	240	60	7	
	Main Top Sails,	Warp	-	-	80	80	80	
and Her Rigging	All of <u>lead</u> quality.	-	-	-	80	11	80	

Her Standing and Running Rigging Complete sufficient in size and lead in quality.

She has The Long Boat and The Skiff by the side of the ship.

The present state of the Windlass is Complete Capstan a brace and Rudder Complete Pumps the Complete.

Order for Special Survey

No. 562

Surveys held

Date 9th March 18

while building

Order for Ordinary Survey

No. —Date —

- DATES of
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

State if she has a Spar Deck — Poop — or Forecastle —

General Remarks,

The timbers in this vessel are spaced 13' apart all fore and aft, and doubled to upper part of bilges to 12 feet amidships. - She has a side keelson fitted in about 13 feet amidships between bilge keelson and middle line of single angle iron 1x3x7/16.

The Butter-headway is formed in the usual way by the gunwale stringer and two angle irons partly filled in with Portland Cement. The bulwarks are placed every 4 feet 6 inches apart, with hair iron 1/2 inch

In what manner are the surfaces preserved from oxidation? Inside Lead and Pigment outside Paint

Ditto ditto

Outside Paint

I am of opinion this Vessel should be Classed A.

The amount of the Fee £ 4 : B is received by me,

Special £ 10 : 10 :

Certificate (if required) £ ~ : ~ :

Committee's Minute 23rd Novr 1866

Character assigned A

This Barque built of iron appears eligible for Classification as recommended above.

Nov 22/66 J. L.