

1 or 2 Dks., R.Q. Dk.,

IRON OR STEEL STEAMER.

No. 14286.

and Pt. Awng. Dk.

State if Report is also sent on the Machinery of the Vessel

Date of completion of Report 17th May 1905

Received at London Office.

Port of Greenock

Date, First Survey 14th Sept 1904Last Survey 17th May 1905

1905

Rig cutter (one mast)

Master W.M. Johnston

Year of appointment (1) As master in service of owner of present vessel: 1905 (2) As master of this vessel: 1905

Built at Port Glasgow

When built 1905 Launched 15th April 1906

By whom built Ferguson Brothers

Owners Agent General for the State of Victoria

Managers (Where necessary to be entered in Reg. Book).

Residence London

Port belonging to London

Survey held at Port Glasgow

On the Hullwin Screw Hopper Dredger "PIONEER"

TONNAGE under Tonnage Deck 498.5

Do. of Poop

Do. of Raised Q. Dk. or Break

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of Engine Room 42.90

Gross Tonnage 542.77

Less Crew Space 61.00

Less above Crown of Engine Room 42.90 = 103.90

TONNAGE FOR FEES 438.87

Less Engine Room 274.08

Less Navigation Spaces 16.10 = 290.15

LIGHT & AIR 148.75

Register Tonnage as cut on Beam 191.62

ONE OR TWO DECKED VESSEL.

CLASS A.T. HOPPER DREDGER

Half Breadth (moulded) 18.5

Depth from upper part of Keel to top of Main Deck Bms. 10.27

Girth of Half Midship Frame (as per Rule) 27.25

1st Number 56.02

Length on deck from after part of stem to fore part of stern post 168.96

2nd Number 9465.139

Proportions—Breadths to Length 4.56

Depths to Length—Main Deck to top of Keel 16.45

Destined Voyage Melbourne

Surveyed while Building, Afloat, & in Dry Dock

LENGTH on Deck as per Rule	Feet. 168	Inches. 11 1/2	BREADTH—Moulded	Feet. 37	Inches. 0	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet. 9	Inches. 3	No. of Decks with Flat laid	ONE	No. of Tiers of Beams	ONE
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Dimensions of Ship per Register, Length, 170' breadth, 37' 18" depth, 9' 25" Moulded Depth, 9 ft. 6 ins. Round of Beam, Actual 9 ins.

FRAMING.			Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	FORGINGS AND CASTINGS.			Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, 7, E or L Bars, for 1/2 length amidships			3 1/2	3	6	3 1/2	3	KEEL, Bar or Side Plates depth and thickness			4 flat plate keel	
Do. for 1/2 at each end			3 1/2	3	5	3 1/2	3	STEM, moulding and thickness			6 x 1 1/2	6 x 1 1/2
Do. in way of Double Bottoms at Solid Floors								STERN-POST for Rudder do. do.			6 1/2 x 1 1/4	6 1/2 x 1 1/4
Spacing of Frames from centre to centre			2 1/2	2 1/2	5	2 1/2	2 1/2	MAIN PIECE of Rudder, diameter at head			4 1/2	4 1/2
REVERSED FRAME, Angles			2 1/2	2 1/2	5	2 1/2	2 1/2	do. at heel			2 1/2	2 1/2
DEEP FRAMING, depth of girder								RUDDER, how constructed FORGED FRAME & SINGLE PLATE				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			14		7	14	7	Can the Rudder be unshipped afloat? YES.				
in way of Engines and Boilers					6		6	KEELSONS AND STRINGERS.			Inches in Ship.	Inches per Rule Or as Approved.
thickness at the ends of vessel			14			14		CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate				6
height extended at the Bilges			14			14		Rider Plate				
FLOORS & BRACKETS, in Cell Dble Bottoms								Bulb Plate to Intercoastal Keelson				
state if flanged (top & bottom)								Horizontal Plates on Floors			5	5
Spacing								Angles			3	3
CENTRE GIRDER, in Double Bottom, depth and thickness								SIDE KEELSON, Angles			5	5
Angles, Top								Bulb or Plate above floors for — Ing.				
Bottom								Intercoastal Plate for HALF length				6
SIDE GIRDER, number on each side & thickness								Attached to outside plating with Angle			3	3
state if flanged (top & bottom)								BILGE KEELSON, Angles			5	5
Angles								Bulb or Plate above floors for — Ing.				
MARGIN PLATE, depth (exclusive of flange) and thickness								Intercoastal Plate for — length				
Angles to Outside Plating								Attached to outside plating with Angle				
Floors								BILGE STRINGER Angles				
Height of Floors at the Bilges								Bulb Plate for — length				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake								Intercoastal Plate for — length				
thickness in Engine and Boiler space								Attached to outside plating with Angle				
Remainder in Holds								SIDE STRINGER Angles			5	5
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb			6	3	9	6	3	Bulb or Intercoastal Plate for HALF Ing.			3	3
Angles on Upper Edge								Attached to outside plating with Angle				
Spacing								Main and Raised Quarter Deck Stringer Plate, breadth and thickness			5 4	9
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								Angle on ditto			3	3
Angles on Upper Edge								Tie Plates, outside Hatchways HOPPERS				10
Spacing								Diagonal Tie Plates on Bms. No. of Pairs				
BEAMS, Hold, Plate or Tee Bulb								Main Dk* Iron or Steel for FULL Ing.				6
Angles on Upper Edge								R. Q. Dk* Iron or Steel for — Ing.				
Spacing								Wood Deck, Material & thickness P.PINE			2	2
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb								Lower Deck Stringer Plate, breadth and thickness				
Angles on Upper Edge								Angles on ditto, No.				
Spacing								Tie Plates, outside Hatchways				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb			5	3	7	5	3	Deck* Material and thickness				
Angles on Upper Edge								Hold Stringer Plate				
Spacing								Angles on ditto, No.				
BILGERS, In 'tween Decks, Size and Spacing								Poop Deck Stringer Plate, breadth & thickness				
Hold			3 DIAS	44	3 DIAS	44		Angle on ditto				
Quarter, 'tween Dks.								Tie Plates				
in Hold								Deck, Material and thickness				
WEB FRAMES, In Fore Body, No. and Spacing								Bridge or Pt. Awning Deck Stringer Plate, breadth and thickness				
No. of Side Stringers								Angle on ditto				
WEB FRAMES, In E. & B. Space, No. and Spacing								Tie Plates				
No. of Side Stringers								Deck, Material and thickness				
WEB FRAMES, In After Body, No. and Spacing								Forecastle Deck Stringer Plate, breadth & thickness			3	3
No. of Side Stringers								Angle on ditto				
Size of Angles or Tee Bars to Web Frames								Tie Plates				
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness								Deck, Material and thickness STEEL			5	5

BULKHEADS.	Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing.		
W.T. BULKHEADS	4	4	7 1/2	3 1/2 x 3 1/2	5 x 3 1/2	30	DOUBLE MAIN Dk	
PARTITION								
LONGITUDINAL,								

Are the outside Plates doubled two spaces of Frames in length? YES.

Are the Sluice Valves and Watertight Doors in efficient working order?

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.	
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.
FLAT PLATE KEEL	57	11	8	8	57	11	Double	5/4	7/8	3/4
GARBOARD OR A Strake	57	8	7	7	57	8	"	4 1/2	3/4	3/4
B "		8	6	6		8	"	"	"	"
C "		7	6	6		7	"	"	"	"
D "		8	6	6		8	"	"	"	"
E "		7	6	6		7	"	"	"	"
SHEER STRAKE. F "	46	11	8	8	46	11	"	"	"	"
G "							"	"	"	"
H "							"	"	"	"
I "							"	"	"	"
J "							"	"	"	"
K "							"	"	"	"
L "							"	"	"	"
M "							"	"	"	"
N "							"	"	"	"
O "							"	"	"	"
DOUBLING OF PLATE KEEL										
Length and thickness of Bilges										
Length and thickness of Sheerstrakes										
Length and thickness of Strake below										
FOOT SIDES										
RAISED QUARTER DECK SIDES										
BRIDGE SIDES										
FORECASTLE SIDES										
LENGTHS OF PLATING										

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *Cremens Process*

Has the Steel been tested as required by the Rules *Yes*

FRAMES extend in one length from *centre line* to *gunwale*

REVERSED FRAMES on floors and frames extend from *centre line* to *gunwale*

MAST, SPARS, &c.

LOWER MASTS.	Fore	Mizzen	Material.		Total length.	Diameter.		No. of Plates in round.	Angles.		Riveting.
			At Partners.	Heel.		Number.	Size.				
1st			PINE	540"	10'	9"	8 1/2"	3			
2nd											
3rd											

Topmasts, Yards and Remainder of Spars of PINE.

Rigging, Material and Size, Shrouds *2 1/4 inch wire*

Sails. *One Suit of*

Equipment No. *Letter*

ANCHORS. *Mechanical tests by A. Campbell.*

Number of Certificate.	Anchors.	WEIGHT, EX STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY RULES.		Description of Anchor.	Makers.	Where and when tested and Superintendent.				
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.			
27499	1st Bower	12	3	12	-	-	-	14	10	2	14	12	2	0	Barbican Pat	Barbican & Co. Ltd. 10-2-05 L. L. Harris
26766	2nd "	12	1	7	-	-	-	14	1	3	14	12	2	0	"	" " " 16-8-04 J. M. Russell
	Collective weight	25	0	19	-	-	-	28	0	0						
27496	Stream	9	0	14	-	-	-	11	4	2	21	9	0	0	"	" " " 10-2-05 L. L. Harris
27497	Keel	9	0	0	-	-	-	11	2	2	0	9	0	0	"	" " " 10-2-05 "
27501	Keel	1	3	7	-	-	-	11	4	4	14	1	1	0	ORDINARY	" " " 10-2-05 "

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size per Table 22.
			Supplied.	Per Table 22.								
37637	200 1/4 28-2-2 1/2 22-2-2 1/2 16-0-0 160-00	200 1/4 28-2-2 1/2 22-2-2 1/2 16-0-0 160-00	200	1/4	28-2-2 1/2 22-2-2 1/2 16-0-0 160-00	STUD LINK	Jones & Co. Ltd. 19-1-05 H. Green		POWLINE	75 8	75 8	75 8
38325	60 3/4 10-2-2 1/2 18-0-13 17-1-3 1/2	60 3/4 10-2-2 1/2 18-0-13 17-1-3 1/2	60	3/4	10-2-2 1/2 18-0-13 17-1-3 1/2	D ²	"	"	HAWERS & WARPS	90 6	90 6	90 6
38604	100 1 18 27. 62-2-25 51-59	100 1 18 27. 62-2-25 51-59	100	1	62-2-25 51-59	D ²	"	"	"	"	"	"

HAWERS AND WARPS.

Boats *Two life boats*

Pumps, Number *One Dainton pump & one hand pump before peak*

Windlass is *Emerson Walker*

Engine Room Skylights. How constructed? *6 ft glass*

What arrangements for deadlights in bad weather? *Canvas covers*

Coal Bunker Openings. How constructed? *6 ft steel*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 scuppers on each side, 4 water ports on each side 30" x 18"*

Ceiling in Holds, thickness and material *none*

Cargo Hatchways. How formed? *none*

State size No. 1 Hatch (Forward) *36" x 42"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

No. of Breasthooks *Three*

No. of Crutches *One & deep floor*

Bulwarks, height above deck and description *7" x 3" 6 ft*

The above is a correct description.

Builder's Signature *Thompson Bros*

Surveyor's Signature *David M. Auslan*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

(M) 2-14 Sept 1904; 26 Jan. 1905. 7-11 April 1905.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & overlapped*

Is the riveted work properly closed? *Yes*

Are the liners between the frames 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? *A very few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes*

State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *Yes*

State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans; the Secretary's letters as above stated and in other respects in conformity with the Rules; the material and workmanship are good.*

The keel was sighted before launching and found practically straight. The vessel was launched in Port Glasgow Dry Dock before leaving for Australia. The hopper doors closed & secured, a wooden water tight flat fitted on floor of hopper, beams of same made water tight & tested. The hopper openings attached over & under keel that has fitted to same having coaming cleats, battens & tarpaulins; two hand pumps fitted to keep the hoppers clear of water & also two steam jets fitted below the wooden flat; sounding & air pipes fitted to hoppers; the engine & boiler casings supported by shores on each side & wood floors in same secured by extra fastenings; all glass & lights covered by portable wood covers. These precautions were taken with a view to render the vessel efficient for the voyage to the Port of Melbourne with a free board of 2-6 1/2 for all seasons. All side lights efficiently closed in the voyage.

The Surveyor should state the Number of Report and Name of any Sister Vessel

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *✓* ft., F'castle *23.75* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated *✓*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1st (Pl. & W.S.)*

Official No. *161*; Signal Letters *None*

State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.

Double bottom, aft, *Fore peak tank*

Double bottom, under Engines and Boilers, *After peak tank*

Double bottom, if under Engines only, *Deep tank, aft*

Double bottom, if under Boilers only, *Deep tank, forward*

Double bottom, forward, *Other tanks, if fitted, (if necessary, furnish further information by sketch.)*

Total capacity *55*

State whether the above have been tested as required by the Rules *Yes*

Order for Special Survey No. *2276*

Date *13th Sept 1904*

No. *161* in builder's yard

DATES OF SURVEYS held while building

1904. Sep 14. 17. 20. 27. Oct 3. 6. 10. 13. 18. 25. 27. Nov 2. 4. 9. 10. 15. 17. 22. 25. 28.

Dec 1. 5. 9. 14. 16. 23. 26. 27. 30. 1905. Jan 12. 16. Feb 1. 2. 10. 15. 20. 24. March 2. 14. 21.

29. April 3. 11. 13. 21. 24. 27. May 2. 3. 4. 5. 6. 8. 9. 11.

Total No. of Visits *55*

The amount of Entry Fee *£ 2*

Fees applied for, *18/5/1905*

Special *£ 21*

Received by me, *19/5/1905*

Traveling Expenses, if any *£*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *"A1" HOPPER DREDGER FOR RIVER PURPOSES*

With, or without Freeboard, as condition of Class *WITHOUT FREEBOARD*

Committee's Minute *Glasgow 22 MAY 1905*

Character assigned *"A1 (Steel)" "Hopper Dredger for river purposes" 110 ft. 110 ft.*

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