

# IRON SHIP.

(REGISTERED BY LLOYD'S REGISTER)

No. 4466 Survey held at *Dundee*

Date, First Survey 11<sup>th</sup> August 1881 Last Survey 15<sup>th</sup> March 1882

On the *S.S. "Casino"*

TONNAGE under Tonnage Deck } 288.81  
Ditto of Third, Spar, or Awning Deck. }  
Ditto of Forecastle } 43.77  
Ditto of Houses } 56.85  
Ditto of Main Deck } 33.11  
Ditto of Forecastle } 2.70  
Gross Tonnage } 425.24  
Less Crew Space } 14.69  
Less Engine Room } 136.08  
Register Tonnage } 274.47  
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
~~SPAR, OR AWNING DECKED VESSEL.~~  
Half Breadth (moulded) ... 12.0  
Depth from upper part of Keel to top of Upper Deck Beams ... 11.42  
Girth of Half Midship Frame (as per Rule) ... 21.33  
1st Number ... 4475  
1st Number, if a 3-Decked Vessel .. deduct 7 feet  
Length ... 158.83  
2nd Number ... 7107  
Proportions— Breadths to Length... 6.61  
Depths to Length—Upper Deck to Keel... 13.92  
Main Deck ditto ...

Master *A. G. Wilson*  
Built at *Dundee*  
When built 1882 Launched 21<sup>st</sup> Feb.  
By whom built *Coulson & Co. H.*  
Owners *B. B. Nicoll*  
Residence *Sydney*  
Port belonging to *Dundee*  
Destined Voyage *Australia via London*  
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 158 10 BREADTH—Moulded... 24 0 DEPTH top of Floors to Upper Deck Beams ... 10 42 Power of Engines ... 65 N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, 160.4 breadth, 24.1 depth, 10.25

	Inches. In Ship.	Inches. per Rule.	Inches. In Ship.	Inches. per Rule.	Inches. In Ship.	Inches. per Rule.	Inches. In Ship.	Inches. per Rule.
KEEL, depth and thickness	7 1/2	6 3/4 x 15/8	7 1/2	6 3/4 x 3/4	7 1/2	6 3/4 x 3/4	21	21
STEM, moulding and thickness	7 1/2	6 3/4 x 15/8	7 1/2	6 3/4 x 3/4	7 1/2	6 3/4 x 3/4	21	21
STERN-POST for Rudder do. do.	7 1/2	6 3/4 x 15/8	7 1/2	6 3/4 x 3/4	7 1/2	6 3/4 x 3/4	21	21
" " for Propeller	7 1/2	6 3/4 x 15/8	7 1/2	6 3/4 x 3/4	7 1/2	6 3/4 x 3/4	21	21
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 1/2 length amidships	3	2 1/2	5	3	2 1/2	5	3	2 1/2
Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5	3	2 1/2
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4	2 1/2	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 1/2	7 x 6	12 1/2	7 x 6	12 1/2	7 x 6	12 1/2	7 x 6
" thickness at the ends of vessel	6	6	6	6	6	6	6	6
" depth at 1/4 the half-bdth. as per Rule	8	6 3/4	8	6 3/4	8	6 3/4	8	6 3/4
" height extended at the Bilges	Twice midship height.		Twice midship height.		Twice midship height.		Twice midship height.	
BEAMS, Upper, Spar or Awning Deck	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Main or Middle Deck	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Lower Deck	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Hold or Orlop	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single Ang. Iron, Plate or Tee Bulb Iron	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Single or double Angle Iron on Upper edge	4	2 1/2	6	4	2 1/2	6	4	2 1/2
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
KEELSONS Centre line, single or double plate, Intercoastal, Plates	8 1/2	7	6	7	6	7	8 1/2	7
" Rider Plate	6 1/2	7	6 1/2	7	6 1/2	7	6 1/2	7
" Bulb Plate to Intercoastal Keelson	3	3	6	3	3	6	3	3
" Angle Irons	3	3	6	3	3	6	3	3
" Double Angle Iron Side Keelson	3	3	6	3	3	6	3	3
" Side Intercoastal Plate	3	3	6	3	3	6	3	3
" do Angle Irons	3	3	6	3	3	6	3	3
" Attached to outside plating with angle iron	3	3	6	3	3	6	3	3
LGE Angle Irons	3	3	6	3	3	6	3	3
" do Bulb Iron	5 1/2	5	5 1/2	5	5 1/2	5	5 1/2	5
" do Intercoastal plates riveted to plating for length	3	3	6	3	3	6	3	3
LGE STRINGER Angle Irons	3	3	6	3	3	6	3	3
" Intercoastal plates riveted to plating for length	5 1/2	5	5 1/2	5	5 1/2	5	5 1/2	5
BE STRINGER Angle Irons	3	3	6	3	3	6	3	3

FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with 3/4 in. Rivets, about 5 apart.  
REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *bilge* and to *gunwale* 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 7/8 in. diameter, averaging 3 1/2 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 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.  
Butts of 2 Strakes at Bilge for 1/2 length, *double* riveted with Butt Straps 7/8 thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clencher, *double* or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 length amidships. Butts of Upper or Spar Sheerstrake, *double* riveted for length amidships.  
Butts of Main Stringer Plate, *double* riveted for length amidships. Butts of Upper or Spar Stringer Plate, *double* riveted for length amidships.  
Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 2 7/8  
Butt Straps of Keelsons, Stringer and Tie Plates, *double* or single Riveted? No. of Breasthooks, 3 Crutches, 3  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Buttiney ship iron*  
Manufacturer's name or trade mark, *Butts & Co. Head H. Angle Orman & Co. H.*  
The above is a correct description.  
Builder's Signature, *Butts & Co.* Surveyor's Signature, *W. J. Cooper*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



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?

No

Masts, Bowsprit, Yards, &c., are WTR 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

Fore Masts French 73.9 Min. dia. 15 1/2  
Main - 76.0 - 14 1/2  
Mizzen - 58.6 - 12 1/2  
Schooner rigged  
3 masts

NUMBER for EQUIPMENT 7018

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
		Chain .....	165	1 7/8	20%	165-17 1/2	R.N.C.P.H.	Bower Anchors	8797	8-1-19	10-12-2-0	8-1-0	R.N.C.P.H.
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					4148 19/11/81	Tested, Date, or No. of Certificate, & Name of Superintendent.)	16/12/79				D.G. Lewis
	Fore Sails,	Iron Stream Chain	60	4/6	5%	60-7 1/2	do do		9820	8-0-14	10-5-0-0	8-1-0	R.N.C.P.H.
	Fore Top Sails,	or Steel Wire ..					do do		31/10/81				J. H. Williams
	Fore Topmast Stay Sails,	or Hempen Strm Cable .....					do do		9826	7-0-0	9-5-0-0	7-0-0	do do
		Towline, Hemp.	45	4 1/2		75-7 1/2	do do		1/11/81				do do
	Main Sails,	Steel Wire ..							Total	23-2-5		23-2-0	do do
	Main Top Sails,	Hawser .....	90	6		90-5 1/2		Stream Anchor	9912	2-2-6	5-2-2-0	2-2-0	do do
	and	Warp .....	90	4 1/2				Kedge	2/11/81	1-1-0		1-1-0	do do
		quality <u>Good</u>	90	3				2nd Kedge					

Standing and Running Rigging fab wire & hemp sufficient in size and Good in quality. She has Three Long Boats and The Windlass is Patent Capstan Good and Rudder Good Pumps 6 in in each Compartment

Engine Room Skylights. How constructed? Teak skylight on iron casing How secured in ordinary weather? bolted

What arrangements for deadlights in bad weather? Solid shutter with bellows

Coal Bunker Openings. How constructed? Cast iron rim & cover How are lids secured? Clips Height above deck? flush with gr

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? trash ports & scuppers on main deck before the bridge & open bulwarks on raised gr deck

Cargo Hatchways. How formed? Plank & angle iron in the usual way

State size Main Hatch 17.6 x 7.6 Fore hatch 5.3 x 5.6 Quarter hatch 5.3 x 5.6

If of extraordinary size, state how framed and secured? deep web plate & wood frame & after

What arrangement for shifting beams? in main hatch

Hatches. If strong and efficient? Yes

Order for Special Survey No. 408 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date 12<sup>th</sup> Aug 1881 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. ✓ 3rd. When the beams were in and fastened, and before the decks were laid...

Date ✓ 4th. When the ship was complete, and before the plating was finally coated or cemented...

No. 110 in builder's yard. 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) This vessel is built in accordance with the plans submitted & approved

& in other respects in accordance with the Rules. Five web frames are fitted in the vessel as per

London Letter No 2/12/81. She is fitted with a raised quarter deck 5 1/2 ft long Bridge deck 40 ft & Top fallant frame

35 ft. The raised gr deck at the front is specially strengthened by the fitting of a clamps plate 15 x 7 1/6 and

doubling of the sheer strake for about 18 feet. The main deck string comprising the front of frame space

& the lower string five pieces. The side plating of quarter deck being increased to 1/2 in at the breast and the

of sheer strake & of the strake below at this part. being better suited

The hold string under the raised quarter deck is of plate 20 x 5/8. The forecable plating

is 5/16 thick. beams 4 x 2 1/2 x 5/8 covered with 1/2 plating & the string 21 x 7/8

A deep tank - 1.2 to hold string is fitted in the after hold & 6 tanks in the fore peak. These

tanks have been tested & found satisfactory.

The material & workmanship throughout are very good

40 ft 25 ft 5 1/2 ft

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

I am of opinion this Vessel should be Classed + 90 A 1

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, 9/12

Special ... £ 21 : 5 : 0 15 3 1882

Certificate ... (to be sent as per margin).

(Travelling Expenses, if any, £ ...).

Committee's Minute Friday, March, 17th, 1882

Character assigned ORING O A 1

100 ft. 17/10/82

Surveyor to Lloyd's Register of British and Foreign Shipping

This vessel appears to be

to be classed 90 A 1 as recommended

100 ft. 17/10/82

17/10/82

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