

IRON SHIP.

Reg'd. 16th July 1883, A.D. U.S.T. 1883.

1883

6212 Survey held at *Glasgow* Date, First Survey *23rd June 1882* Last Survey *14th August*

Tonnage under Tonnage Deck } *2343.23*
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Poop, or Raised Or. Dk. }
 Ditto of Houses on Deck } *60.20*
 No. of Forecastle } *50.54*
 Gross Tonnage } *2454.00*
 Crew Space } *69.55*
 Gross Engine Room } *2414.45*
 Register Tonnage as cut on Beam } *1619.54*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
 Half Breadth (moulded) *19.50*
 Depth from upper part of Keel to top of Upper Deck Beams *28.08*
 Girth of Half Midship Frame (as per Rule) *43.60*
 1st Number *91.18*
 1st Number, if a 3-Decked Vessel .. deduct 7 feet *84.18*
 Length *318.20*
 2nd Number *26786*
 Proportions— Breadths to Length *8.15*
 Depths to Length— Upper Deck to Keel *11.33*
 Main Deck ditto *15.09*

Master *Jasper O'Callaghan*
 Built at *Glasgow*
 When built *1883* Launched *22nd June*
 By whom built *London & Glasgow Ship Co.*
 Owners *Money Wigram & Sons (Limited)*
 Residence *London*
 Port belonging to *Glasgow*
 Destined Voyage *Adelaide*
 If Surveyed while Building, Afloat, or in Dry Dock. *Built under Special Survey*

LENGTH on deck as per Rule ... *318.2* BREADTH— Moulded... .. *39.0* DEPTH top of Floors to Upper Deck Beams *26.0* Do. do. Main Deck Beams *19.0* Power of Engines *300* No. of Decks with flat laid *2* No. of Tiers of Beams *3*

Dimensions of Ship per Register, length *320.4* breadth *39.15* depth *25.8*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>11 x 2 1/2</i>	<i>11 x 2 1/2</i>	FLAT KEEL PLATES, breadth and thickness	<i>36</i>	<i>12</i>
STEM, moulding and thickness	<i>11 x 2 1/2</i>	<i>11 x 2 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>12</i>
STERN-POST for Rudder do. do.	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>	From Garboard to upper part of Bilges	<i>110</i>	<i>12</i>
" " for Propeller	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>	Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	From up. prt. of Bilge to lr. edge of Sh'rstrake	<i>110</i>	<i>12</i>
			Main Sheerstrake, breadth and thickness	<i>40</i>	<i>13</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>5 3/2 x 8</i>	<i>5 3/2 x 8</i>	Of d'bling at Sh' strk. & lng. applied	<i>2</i>	<i>2</i>
Do. for 1/4 at each end	<i>5 3/2 x 4</i>	<i>5 3/2 x 4</i>	From Main to Upper or Spar Dk. Sh'rstrake	<i>1</i>	<i>1</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2 x 8</i>	<i>3 1/2 x 8</i>	Up. or Spar Dk. Sh'rstrake, breadth & thickness		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>25</i>	<i>10</i>	Butt Straps to outside plating, breadth & thickness	<i>2 1/2</i>	<i>1 1/2</i>
" thickness at the ends of vessel	<i>8</i>	<i>8</i>	Lengths of Plating	<i>6</i>	<i>5</i>
" depth at 2/3 the half-bdth. as per Rule	<i>12 1/2</i>	<i>12 1/2</i>	Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>
" height extended at the Bilges	<i>50</i>	<i>50</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>4 1/2</i>	<i>11</i>
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <i>6 1/2 x 3 x 9</i>			Angle Iron on ditto	<i>4 x 4</i>	<i>9</i>
Single or double Angle Iron on Upper edge	<i>24</i>	<i>24</i>	Tie Plates fore and aft, outside Hatchways	<i>6</i>	<i>6</i>
Average space	<i>9 1/2</i>	<i>9 1/2</i>	Diagonal Tie Plates on Beams, No. of Pairs	<i>3 1/2</i>	<i>3 1/2</i>
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <i>3 1/2 x 3 1/2 x 4</i>			Flat of Up., Spar, or Awning Dk.*	<i>3 1/2</i>	<i>3 1/2</i>
Single, or double Angle Iron, on Upper Edge	<i>48</i>	<i>48</i>	How fastened to Beams	<i>Into screw bolts</i>	
Average space	<i>10 1/2</i>	<i>10 1/2</i>	Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness	<i>4 1/2</i>	<i>9</i>
BEAMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <i>10 1/2 x 10</i>			Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
Single or double Angle Iron on Upper Edge	<i>4 1/2 x 4 x 9</i>	<i>4 1/2 x 4 x 9</i>	Angle Irons on ditto, No. 2	<i>4 x 4</i>	<i>9</i>
Average space	<i>21</i>	<i>14</i>	Tie Plates, outside Hatchways	<i>4</i>	<i>4</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>14</i>	<i>14</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>4</i>	<i>4</i>
" Rider Plate	<i>18</i>	<i>10</i>	Flat of Middle Deck* do. do.	<i>8</i>	<i>8</i>
" Bulb Plate to Intercoastal Keelson	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	How fastened to Beams	<i>Riveted</i>	
" Angle Irons	<i>16</i>	<i>14</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>41</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
" Side Intercoastal Plate	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2 x 3 1/2 x 8</i>	Angle Irons on ditto, No. 4	<i>4 x 4</i>	<i>9</i>
" do. Angle Irons	<i>9 1/2</i>	<i>9 1/2</i>	Stringer or Tie Plates, outside Hatchways		
" Attached to outside plating with angle iron	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	Flat of Lower Deck*		
BILGE Angle Irons	<i>9 1/2</i>	<i>9 1/2</i>	Ceiling betwixt Decks, thickness and material	<i>8 x 2</i>	<i>M.P. & Copalvin</i>
" do. Bulb Iron	<i>9</i>	<i>9</i>	" in hold do. do.	<i>2 1/2</i>	<i>P.P. 2 1/2</i>
" do. Intercoastal plates riveted to plating for 3/5 length	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	Main piece of Rudder, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>
BILGE STRINGER Angle Irons	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	do. at heel	<i>4 1/2</i>	<i>4</i>
Intercoastal plates riveted to plating for 3/5 length	<i>9</i>	<i>9</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	
SIDE STRINGER Angle Irons	<i>6 1/2 x 4 x 9</i>	<i>6 1/2 x 4 x 9</i>	Bulkheads No. 4 No. per Rule	<i>4</i>	

The FRAMES extend in one length from *Keel* to *Gunwale*
 The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *Upper deck stringers*
 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 *1/8* in. diameter, averaging *6* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.
 Butts of *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/6* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* length amidships.
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.
 Breadth of laps of plating in double riveting *1 1/2* & *5* inches Breadth of laps of plating in single riveting *1 1/2* & *5* inches
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble and double* No. of Breasthooks, *6* Crutches, *5*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark, *W. Dixon & Co., Glasgow, Colville, Strickton & Co., Skene & Co., West Strickton & Co.*
 The above is a correct description.
 Builder's Signature *W. Dixon & Co.* Surveyor's Signature, *J. J. Gould*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.
 If Iron Decks, state if whole or part, and if wood deck to laid thereon.

GLS148-0179

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6212. g/s
 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? *A few*

Masts, Bowsprit, Yards, &c., are *good* 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

Foremast 96.7 20 x 7/8 28 x 7/8 21 x 6 18 x 6 1/2 to 4 x 7/8 - Extreme length 114.74
Mainmast 84.4 23 x 7/8 24 x 7/8 19 x 6 16 x 6 1/2 to 4 x 7/8 30 109.10
These plates in the round. Landa double risted to head of lower mast - above same single risted.
Butts double risted from Keel to Partners thence to head of Foremast - all risted. Yards Fifth pine.

N ^o .	NUMBER for EQUIPMENT	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.			
	SAILS.												
	CABLES, &c.												
	Chain												
	Fore Sails,												
	Fore Top Sails,												
	Fore Topmast Stay Sails,												
	Main Sails,												
	Main Top Sails, and												
	Standing and Running Rigging												
	The Windlass												
	Engine Room Skylights.												
	Coal Bunker Openings.												
	Scuppers, &c.												
	Cargo Hatchways.												
	State size												
	If of extraordinary size, state how framed and secured?												
	What arrangement for shifting beams?												
	Hatches, If strong and efficient?												
	Order for Special Survey No.												
	Date												
	Order for Ordinary Survey No.												
	Date												
	No. in builder's yard.												

Standing and Running Rigging *Wire and Manila* sufficient in size and *good* in quality. She has *1-28 ft cutters 1-20 ft g/g.*
 The Windlass *Iron (Paper Pat. Patent)* and Rudder *Good* Pumps *Good, as app. arrangement*
 Engine Room Skylights. How constructed? *Teak framing* How secured in ordinary weather? *Iron coming and bolts*
 What arrangements for deadlights in bad weather? *Solid shutters with bulls' eyes fitted in same*
 Coal Bunker Openings. How constructed? *Cast iron frames* How are lids secured? *Lockings* Height above deck? *Flush*
 Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *14 scuppers, 8 open gangways, 4 water ports, and 8 snoring pipes.*
 Cargo Hatchways. - How formed? *Teak plates forming Corning and Carling standing 16ms above wood deck.*
 State size *Main Hatch 12.0 x 10.0 Fore hatch 16.5 x 12.0 Quarter hatch 14.0 x 12.0 No 4 hatch 16.0 x 8.0*
 If of extraordinary size, state how framed and secured? *Teak plating doubled at the corners of No 2 hatch*
 What arrangement for shifting beams? *One shifting beam in No 2 hatch and one ditto in No 3 hatch.*
 Hatches, If strong and efficient? *yes.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	DAIES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1701	28 th December 1881			234		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						1882, June 23, July 3, 5, 7, 25, 26 & 29, Aug 2, 4, 8, 9, 14, 16 & 30.	Sept 5, 15, 18 & 28, Oct 5, 10, 13, 16, 17, 18, 23, 24, 25 & 31.	Nov 1, 6, 7, 9, 13, 15, 17 & 28, Dec 5, 14, 21, 22 & 28.	1883, Jan 11, 16, 18, 22, 24, 27, 29 & 31, Feb 1, 7, 12, 15, 26 & 28, March 2, 12, 16, 23, 26, 29 & 31, April 2, 13, 19, 26 & 30, May 1, 7, 10, 15, 21, 25, 29 & 31	June 1, 7, 12, 18, 19, 22 & 28, July 2, 5 & 9, Aug 2, 3, 6 & 14.

General Remarks (State quality of workmanship, &c.) *The quality of workmanship and material is good.*
This vessel has been built in conformity with the approved sketches (3 in No) attached hereto, the instructions contained in the Secretary's letters dated 22nd December 1881, the 27th May, 7th and 15th July and 20th December 1882, and otherwise in compliance with the Rules with a view to the grade contemplated.
The foremast and aftermast bulcheads have been tested as required by the Rules.
This is a sister vessel to the S. S. "Kent" (Glasgow Report No 6092.)

Three decked vessel with Bridge 58 feet and Forecastle 30 feet.
 State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint*
 I am of opinion this Vessel should be Classed *100 A 1*
 The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *J. J. House*
 Special ... £ 85: 4: 0 15/8 1883
 Certificate ... 0: 0: 0
 (to be sent as per margin).
 Travelling Expenses, if any, £
 Committee's Minute FRIDAY 17 AUGUST 1883 18

Character assigned *100 A 1*
 Lloyd's Register of British and Foreign Shipping.
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