

# IRON SHIP.

Regd. 16th JULY 1883.

1883

6212 Survey held at *Glasgow* Date, First Survey *23rd June 1882* Last Survey *14th August 1883*

the *Screw Steamer "Sussex"*

Master *Jasper O'Callaghan*

Built at *Glasgow*

When built *1883* Launched *22nd June*

By whom built *London & Glasgow Ship Co.*

Owners *Messrs. 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*

Tonnage under Tonnage Deck <i>2343.23</i> Ditto of Third, Spar, or Awning Deck <i>60.20</i> Ditto of Poop, or Raised Or. Dk. <i>50.54</i> Ditto of Houses on Deck <i>24.84.00</i> Ditto of Forecastle <i>69.55</i> Crew Space <i>2414.45</i> Engine Room <i>794.88</i> Register Tonnage as out on Beam <i>1619.54</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL. Half Breadth (moulded) <i>19.50</i> Depth from upper part of Keel to top of Upper Deck Beams <i>28.08</i> Girth of Half Midship Frame (as per Rule) <i>43.60</i> 1st Number <i>91.18</i> 1st Number, if a 3-Decked Vessel deduct 7 feet <i>84.18</i> Length <i>318.20</i> 2nd Number <i>26786</i> Proportions— Breadths to Length <i>8.15</i> Depths to Length— Upper Deck to Keel <i>11.33</i> Main Deck ditto <i>15.09</i>
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LENGTH on deck as per Rule <i>318.2</i> Breadth— Moulded <i>39.0</i> DEPTH top of Floors to Upper Deck Beams <i>26.0</i> Do. do. Main Deck Beams <i>19.0</i> Power of Engines <i>300</i> No. of Decks with flat laid <i>2</i> No. of Tiers of Beams <i>3</i>	Dimensions of Ship per Register, length <i>320.4</i> breadth <i>39.15</i> depth <i>25.8</i> KEEL, depth and thickness <i>11 x 2 1/2</i> STEM, moulding and thickness <i>11 x 2 1/2</i> STERN-POST for Rudder do. do. <i>11 x 6 1/2</i> " " for Propeller <i>11 x 6 1/2</i> Distance of Frames from moulding edge to moulding edge, all fore and aft <i>24</i> FRAMES, Angle Iron, for 2/3 length amidships <i>5 3 1/2 x 8</i> Do. for 1/3 at each end <i>5 3 1/2 x 4</i> REVERSED FRAMES, Angle Iron <i>3 1/2 x 8</i> FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <i>25 10</i> " thickness at the ends of vessel <i>8</i> " depth at 2/3 the half-bdth. as per Rule <i>12 1/2</i> " height extended at the Bilges <i>50</i> BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge <i>6 1/2 x 3 x 9</i> Average space <i>24</i> BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge <i>3 1/2 x 3 1/2 x 4</i> Average space <i>48</i> BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge <i>10 1/2 x 10</i> Average space <i>10 1/2</i> KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates <i>21 14</i> " Rider Plate <i>14 14</i> " Bulb Plate to Intercoastal Keelson <i>18 10</i> " Angle Irons <i>6 1/2 x 4 x 9</i> " Double Angle Iron Side Keelson <i>16 14</i> " Side Intercoastal Plate <i>6 1/2 x 4 x 9</i> " do. Angle Irons <i>3 1/2 x 3 1/2 x 8</i> " Attached to outside plating with angle iron <i>6 1/2 x 4 x 9</i> BILGE Angle Irons <i>6 1/2 x 4 x 9</i> " do. Bulb Iron <i>9 1/2 x 9</i> " do. Intercoastal plates riveted to plating for 3/5 length <i>9</i> BILGE STRINGER Angle Irons <i>6 1/2 x 4 x 9</i> Intercoastal plates riveted to plating for 3/5 length <i>9</i> SIDE STRINGER Angle Irons <i>6 1/2 x 4 x 9</i> The FRAMES extend in one length from <i>Keel</i> to <i>Gunnwale</i> The REVERSED ANGLE IRONS on floors and frames extend from <i>middle line</i> to <i>Upper deck stringer</i> KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>yes</i> And butts properly shifted? <i>yes</i> 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 <i>four</i> Strakes at Bilge for <i>half</i> length, treble riveted with Butt Straps <i>7/8</i> 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 <i>half</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>half</i> length amidships. " Butts of Main Stringer Plate, treble riveted for <i>half</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>half</i> length. " Breadth of laps of plating in double riveting <i>12 1/2</i> Breadth of laps of plating in single riveting <i>12 1/2</i> Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>treble and double</i> No. of Breasthooks, <i>6</i> Crutches, <i>5</i> What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Best</i> Manufacturer's name or trade mark, <i>M. Dixon &amp; Co., Newcastle, Colville, Strickton &amp; Co., Skene &amp; Co., West &amp; Strickton &amp; Co.</i> The above is a correct description. Builder's Signature <i>John Shipbuilding &amp; Iron Works</i> Surveyor's Signature, <i>J. J. Gould</i> Surveyor to Lloyd's Register of British and Foreign Shipping. RONT, EDMA. TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London. GLS148-0179
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State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck to laid thereon.



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6212. *yes*  
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 *now* 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 1/2 28 x 7/8 21 x 5/8 18 x 5/8 to 14 x 5/8 - Extreme length 114' 7/8*  
*Mainmast 84.4 23 1/2 x 5/8 24 x 7/8 19 x 5/8 16 1/2 x 5/8 to 7 x 5/8 30 109.10*  
*These plates in the round. Laid double rickled to head of lower mast - above same single rickled.*  
*Butts double rickled from keel to Partners thence to head of foremast - triple rickled. Yards Fifth pine.*

NUMBER for EQUIPMENT 30948		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.											
Fore Sails,	Chain <i>Wm. &amp; A. 5/28</i>	300	1 1/2	0.8 9/16 to 7.5 6/16 to	300 x 1 1/2	<i>Low Walker &amp; Co. R. Synnott Supt</i>	Bower Anchors	7560	38.2.10	34.17.3.4	36 1/2	<i>Low Walker &amp; Co. R. Synnott Supt</i>
Fore Top Sails,	Iron Steam Chain	90	1 1/2	4.5 3/16 to 7.5 25/16 to	90 x 1 1/2	<i>80</i>		7693	34.1.18	34.1.2.4	36 1/2	
Fore Topmast Stay Sails,	or Hempen Stm Cable							7701	31.0.21	29.10.1.7	31	
Main Sails,	Steel Wire	100	4	13.5 33/64 to	100 x 4	<i>Gray &amp; Co. R. Supt</i>	Stream Anchor	7168	11.0.18	13.1.1.0	11 1/2	
Main Top Sails, and	Hawser	90	3 1/2	6.5 8/16 to	90 x 3 1/2	<i>6.5 8/16</i>	Kedge	7166	5.2.14	7.18.1.21	5 1/2	
	Warp Manila	90	8 1/2		90 x 8 1/2		2nd Kedge	7164	2.2.14	5.2.2.0	2 3/4	
	quality <i>good</i>											

Standing and Running Rigging *Wire and Manila* sufficient in size and *good* in quality. She has *1.28 ft x 2 1/2 in* Boat *5 and 1.2 ft cutters 1.20 ft x 1 1/2 in*.

The Windlass *Iron (Paper Pat. Patent)* and Rudder *Good* Pumps *Good, 0.00 app. arrangement*

Engine Room Skylights. How constructed? *Teak framing* How secured in ordinary weather? *Iron Corning 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 16 ins.*

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 mowing pipes.*

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

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 Rules with a view to the grade contemplated.*

*The foremast and aftermast bulkheads 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, *(Signature)*

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

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Character assigned

*(Signature)*

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

Lloyd's Register Foundation