

IRON SHIP.

No. 6238 Survey held at Paisley

Date, First Survey Dec. 26, 1882

Last Survey Aug. 29, 1883

1883

On the

S.S. "Warratea"

TONNAGE under } 363.03
Tonnage Deck }
Ditto of Third, Spar, } Box of hatch 8.0
or Awning Deck }
Ditto of Poop, or } 68.69
Raised Qr. Dk. }
Ditto of Houses } 2.65
on Deck }
Ditto of Forecastle } 17.5
Gross Tonnage } 459.84
Less Crew Space } 25.05
434.82
Less Engine Room } 147.16
Register Tonnage } 287.66
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL
Half Breadth (moulded) ... 13
Depth from upper part of Keel to top of Upper Deck Beams ... 12.35
Girth of Half Midship Frame (as per Rule) ... 22.65
1st Number ... 48
1st Number, if 3 Decked Vessel deduct 7 feet
Length ... 168.84
2nd Number ... 8104
Proportions— Breadths to Length ... 6.49
Depths to Length—Upper Deck to Keel ... 13.6
Main Deck ditto ...

Master John Gibb
Built at Paisley
When built 1883 Launched July 5/83
By whom built Messrs H. McIndoe & Co.
Owners The Westport Coal & Shipping Co.
Residence Dunedin
Port belonging to Dunedin
Destined Voyage Dunedin
If Surveyed while Building, Afloat, or in Dry Dock.
Special Survey

LENGTH on deck as per Rule ... 168 10 BREADTH—Moulded ... 26 DEPTH top of Floors to Upper Deck Beams ... 11 3 Power of Engines ... 70 N° of Decks with flat laid 1 N° of Tiers of Beams 1 x 2 @ RQD

Dimensions of Ship per Register, length, 170 breadth, 26.1 depth, 11.45

	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 ...	6 1/2 x 1 1/8	7 as approved	6 1/2 x 1 1/8	7 as approved	6 1/2 x 1 1/8	7 as approved	6 1/2 x 1 1/8	7 as approved
STEM, moulding and thickness ...	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4
STERN-POST for Rudder do. do. ...	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4
" " for Propeller ...	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4	6 1/2 x 3 1/4
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 2/3 length amidships ...	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Do. for 1/3 at each end ...	3 3 5	3 3 5	3 3 5	3 3 5	3 3 5	3 3 5	3 3 5	3 3 5
REVERSED FRAMES, Angle Iron ...	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5	2 1/2 2 1/2 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4
" thickness at the ends of vessel ...	4	4	4	4	4	4	4	4
" depth at 2/3 the half-bdth. as per Rule ...	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4
" height extended at the Bilges ...	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4
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 ...	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Average space ...	21	21	21	21	21	21	21	21
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single, or double Angle Iron, on Upper Edge ...	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Average space ...	21	21	21	21	21	21	21	21
BEAMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Average space ...	21	21	21	21	21	21	21	21
BEAMS, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge ...	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6	5 3 6
Average space ...	21	21	21	21	21	21	21	21
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" Rider Plate ...	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
" Bulb Plate to Intercoastal Keelson ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" Angle Irons ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" Double Angle Iron Side Keelson ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" Side Intercoastal Plate Bilge Keel 2/3 length bulb 1/2 x 1/2 with double angle iron ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" do. Angle Irons ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" Attached to outside plating with angle iron ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
BILGE Angle Irons ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
" do. Bulb Iron ... 3/4 length ...	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6
" do. Intercoastal plates riveted to plating for ... length ...	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6
BILGE STRINGER Angle Irons ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6
Intercoastal plates riveted to plating for bulb 1/2 length ...	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6	6 6 6
SIDE STRINGER Angle Irons ...	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6	3 1/2 3 6

The FRAMES extend in one length from Keel to Gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to bilge stringer and to gunwale alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes
PLATING. Garboard, double riveted to Keel, with rivets 3/4 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 two 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 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.
Lower Edges of Main Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for half length amidships.
" Butts of Main Stringer Plate, treble riveted for half length amidships.
" Breadth of laps of plating in double riveting 5 1/2, 4 1/2 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, Hartlepool, M. & Co. Dorman, Long, West. Stockton
The above is a correct description.
Builder's Signature, H. McIndoe & Co. Surveyor's Signature, G. S. Hindmarsh & Mr. Davidson
Alexander Ross Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed*

6238 *g*

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 at the corners of the butts*

Masts, Bowsprit, Yards, &c., are *Pitch Pine* 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 *✓*

NUMBER for EQUIPMENT <i>8914</i>		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.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
No.	Fore Sails,	Chain	<i>195</i>	<i>1 1/2</i>	<i>34-2-2-0</i>	<i>195 1 1/2</i>	<i>15264</i>	<i>1</i>	<i>10.3.16</i>	<i>12.14.2.0</i>	<i>10.0.0</i>	<i>Johnston's Drawing Room 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</i>
	Fore Top Sails,	Iron Stream Chain	<i>60</i>	<i>1 1/2</i>	<i>15-2-2-0</i>	<i>60 1 1/2</i>	<i>15265</i>	<i>1</i>	<i>10.2.23</i>	<i>12.13.0.14</i>	<i>10.0.0</i>	
	Fore Topmast Stay Sails,	or Steel Wire					<i>15263</i>	<i>1</i>	<i>8.1.14</i>	<i>10.12.2.0</i>	<i>8.2.0</i>	
	Main Sails,	or Hempen Strm Cable	<i>45</i>	<i>8</i>		<i>45 8</i>	<i>15300</i>	<i>1</i>	<i>4.0.10</i>	<i>6.10.0.0</i>	<i>3.3.0</i>	
	Main Top Sails, and	Hawser	<i>90</i>	<i>6</i>		<i>90 6</i>	<i>15301</i>	<i>1</i>	<i>1.3.4</i>	<i>4.4.0.2</i>	<i>1.3.0</i>	
	Standing and Running Rigging	Warp	<i>2 coils of 4 1/2</i>				<i>2nd Kedge</i>	<i>1</i>	<i>0.3.14</i>		<i>0.3.0</i>	<i>Johnston's Drawing Room 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100</i>
	The Windlass is	quality <i>good</i>	<i>2</i>	<i>4</i>								
	Engine Room Skylights.	<i>Alum & Manila</i>										
	What arrangements for deadlights in bad weather?	<i>Shutters & tarpaulin</i>										
	Coal Bunker Openings.	<i>Cast iron frames</i>										

How secured in ordinary weather? *Slide rods & pins*

How constructed? *Peak on iron*

How are lids secured? *With a clutch*

What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 2 Wash ports & 1 Mooring pipe on each side of main deck*

Cargo Hatchways.—How formed? *Open rail on R & D*

State size Main Hatch *21 ft x 10 ft 3 in* Forehatch *8 ft x 8 ft 6 in* Quarterhatch *13 ft 10 in x 10 ft*

If of extraordinary size, state how framed and secured? *Ordinary size*

What arrangement for shifting beams? *One fore & after in each hatchway; 2 Web plates in main hatchway & 1 bulb beam with double angles in Quarter*

Hatches, If strong and efficient? *Yes 3' Solid*

Order for Special Survey No. *126* Date *28th Dec 1882* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Dec. 26, 28 (1882)* 1883 Jan 12, 19, 29, Feb. 2

Order for Ordinary Survey No. *6* Date *1/1* 2nd. On the plating during the process of riveting *5, 16, 20, 23, 28* March 2, 7, 9, 14, 19, 22, 26, 28

No. *100* in builder's yard. 3rd. When the beams were in and fastened, and before the decks were laid... *April 2, 10, 13, 14, 25, 30* May 3, 9, 11, 15, 21, 23, 25

4th. When the ship was complete, and before the plating was finally coated or cemented... *29, 31 June 5, 18, 22, 29* July 3, 5, 10, 20, 24, 27

5th. After the ship was launched and equipped *31 Aug 3, 7, 22, 24, 27, 29*

General Remarks (State quality of workmanship, &c.) *Good*

This is a one-decked Vessel built under Special Survey, in accordance with the Rules and in conformity with the plans submitted and approved by the Committee

The ballast tanks were tested with a head of water equal to the load line and proved satisfactory

Length of Raised Quarter deck 84 feet

" " Top Gallant Forecastle 20 "

State if one, two, or three-decked vessel, or if open, or awning decked, and the lengths of poop, bridge, forecabin, & raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed **100A1*

The amount of the Entry Fee *2 0 0* is received by me, *8/9/ 1883*

Special *21 15 0* Certificate *0 0 0* (to be sent as per margin).

Committee's Minute *TUESDAY 18 SEPT 1883* 18

Character assigned *100A1* *LATER*

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Lloyd's Register
Foundation