

STEEL IRON SHIP.

(Received at London Office, Dec 25th 1882)

1883

No. 6246 Survey held at Dumbarton Date, First Survey Dec 1st 1882

Last Survey 18 Sept

On the Steel S.S. "Mariano". 2 masts.

TONNAGE under 1427.24

Tonnage Deck

Ditto of Third, Spar, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 1505.20

Less Crew Space 62.20

Net Tonnage 1443.00

Less Engine Room 637.56

Register Tonnage as out on Beam 805.44

ONE, OR TWO DECKED, THREE DECKED VESSEL

SPAR, OR RUNNING-DECKED VESSEL.

Half Breadth (moulded) 18.0

Depth from upper part of Keel to top of Upper Deck Beams 17.14

Girth of Half Midship Frame (as per Rule) 30.73

1st Number 85.87

2nd Number 163.81

Length 248.7

Proportions— Breadths to Length 6.9

Depths to Length— Upper Deck to Keel 14.46

Main Deck ditto 14.46

Master R. W. Hampton

Built at Dumbarton

When built 1882/83 Launched 7 Aug 83

By whom built W. Denny & Bros

Owners Queensland Steam Navigation Co

Residence London

Port belonging to London

Destined Voyage Australia via London

If Surveyed while Building, Afloat, or in Dry Dock.

While Building & afloat

LENGTH on deck as per Rule 248 8 BREADTH— Moulded 36 0 DEPTH top of Floors to Deck Beams 17 14 Do. do. Upper Deck Beams 14 46 Power of Engines 270 H.P. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 250 breadth, 36 depth, 23

KEEL, depth and thickness 8 x 2 1/2

STEM, moulding and thickness 8 x 2 1/2

STERN-POST for Rudder do. do. 8 x 5

" " for Propeller 8 x 5

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 ins

FRAMES, Angle Iron, for 1/2 length amidships 4 1/2 x 3 1/2

Do. for 1/4 at each end 3 x 3 1/2

REVERSED FRAMES, Angle Iron 3 x 3 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 x 13

" thickness at the ends of vessel 10 x 11

" depth at 1/4 the half-bdth. as per Rule 10

" height extended at the Bilges 40

BEAMS, Upper Spar, on Running Deck 7 x 12

Single or double Angle Iron on Upper edge 3 x 3 10

Average space 48 ins

BEAMS, Main, on Middle Deck 8 1/2 x 13

Single or double Angle Iron on Upper Edge 3 x 3 12

Average space 48 ins

BEAMS, Lower Deck 7 x 12

Single or double Angle Iron on Upper Edge 3 x 3 12

Average space 48 ins

BEAMS, Hold, or Orlop 7 x 12

Single or double Angle Iron on Upper Edge 3 x 3 12

Average space 48 ins

KEELSONS Centre line, single or double plate, 3 1/2 x 16

" Rider Plate 11 x 19

" Bulk Plate to Intercoastal Keelson 5 x 3 1/2

" Angle Iron 5 x 3 1/2

" Double Angle Iron Side Keelson 5 x 3 1/2

" Side Intercoastal Plate 5 x 3 1/2

" do. Angle Iron 5 x 3 1/2

" Attached to outside plating with angle iron 3 x 3 11

BILGE Angle Iron 5 x 3 1/2

" do. Bulb Iron 8 1/2 x 13

" do. Intercoastal plates riveted to plating for 3/5 length 3 x 3 10

BILGE STRINGER Angle Iron 3 x 3 10

Intercoastal plates riveted to plating for 3/5 length 16 1/2 x 12

SIDE STRINGER Angle Iron 3 x 3 10

Plating between keels 16 1/2 x 12

The FRAMES extend in one length from middle line to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck stringer and to spar deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 all Strakes a Bilge for 144 ft. length, treble riveted with Butt Straps 3/32 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, treble riveted for 144 ft. length amidships. Butts of Upper Spar Sheerstrake, treble riveted 1/4 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? "Parkhead"

Manufacturer's name or trade mark, "Mossend" "Hallside"

The above is a correct description.

Builder's Signature, J. Denny & Co. Surveyor's Signature, J. Denny & Co.

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Planned 6246. Gls

Are the fillings between the ribs and plates solid single pieces?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces?

Do any rivets break into or through the seams or butts of the plating?

and if stamped with Maker's name. State also Length and Diameter of Lower Masts and Bowsprit. *These two masts have been built in*

State also Length and Diameter of Lower Masts ~~and Bowsprit~~ *These two masts have been built in*

accordance with the approved tracing herewith, see
Secretary's letter 17th Nov. 1882. Still used "Hallside",

Tested at Manufacturers Works.

[illegible]

Standing and Running Riggings *Wire Ropes* sufficient in size and *9th* in quality. She has *2* Long Boat and *4* Others

The Windlass is *Paul's Patent* Capstan *gord* and Rudder *gord* Pumps *gord*

Engine Room Skylights.—How constructed? *Like on Iron Coaming on top of frame over engine.* How secured in ordinary weather? *By means of iron bolts.*

What arrangements for deadlights in bad weather? *Bolted*

Coal Bunker Openings.—How constructed? *Mot. Iron* How are lids secured? *Bayonet fixing* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 scuppers, 3 water ports, 2 gangway ports & moving pipe forward.*

Cargo Hatchways.—How formed? *Latest angles*

State size Main Hatch 15' 10" x 11 ft Forehatch 7' 8" x 8 ft Quarterhatch 11 ft. x 11 ft.

If of extraordinary size, state how framed and secured? *Not of extraordinary size*

What arrangement for shifting beams? *one shifting beam*

Hatches, If strong and efficient? 3" grating & Carpanthin and 3" solid Latches to main deck.

Order for Special Survey No. <u>177</u>	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	<u>Specially Surveyed: - 1882: - Dec. 1, 5, 8, 12, 15,</u>
Date <u>28th Augt 1882</u>		2nd. On the plating during the process of riveting	<u>17, 27, 29; 1883: - Jan. 9, 12, 16, 19, 23, 27, 30;</u>
Order for Ordinary Survey No. <u>178</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Feb. 12, 16, 20, 23, 27; Mar. 2, 6, 9, 16, 19, 28; April</u>
Date <u>7th Sept 1882</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>4, 6, 10, 13, 17, 20, 25, 27; May 14, 9, 11, 15, 25,</u>
No. <u>271</u> in builder's yard.		5th. After the ship was launched and equipped	<u>29; June 20, 22, 26; July 4, 6, 9; Aug 7, 10, 14,</u>
State dates of letters respecting this case.		<u>17, 24; Rep. 3, 7, 11, 14 & 18.</u>	

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been built in accordance with the approved tracings, six in number, and in accordance with the instructions contained in the Secretary's letters of the 31st Aug, 20th, 22nd & 29th Sep; 1st, 4th, 14th & 17th Nov. 1882 and 24th Feb 1883.

The steel of which this vessel has been built was tested at the Steel Works in accordance with the Committee's Circulars. The fore and after peaks have been filled with water to test the collision and stuffing box bulkheads.

She has a sunk fore-gotle 34 ft long, and an open bridge
house 14 ft long, ^{side house 43 ft long} and a mud-dug house ^{at ft. bridge} 30 ft x 12 ft;
house 24 ft x 16 1/2 ft

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

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

I am of opinion this Vessel should be Classed **÷100 A.1.**

The amount of the Entry Fee\$ 4: 0: 0 is received by me,

Special£ 61: 1: 6 21/9/1883

(to be sent as per margin). Certificate ... 0: 0:0

(Travelling Expenses, if any, £).

Committee's Minute TUESDAY 25 SEPT 1893

Character assigned 100 1/2

Character assigned

2166 1111 1851 1851 1851

Wm. Dyer L. O. M.

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute TUESDAY 25 SEPT. 1893 18

Character assigned 106 $\frac{1}{2}$ L

Character assigned LA 80P

L. Webb

2005/12



Sparked "J. D. Dost"

2 SK, 1 Steel / 1 Spm Deer

Lloyd's Register
Foundation