

# IRON SHIP.

(Received at London Office, 28th Dec. 1882)

No. 6309 Survey held at Glasgow Date, First Survey 21 Dec. 1882 Last Survey 6 Nov. 1883

On the Iron Screw Steamer "Adelaide" (Two masts, schooner rig)

<b>TONNAGE</b> under Tonnage Deck <u>1002.71</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAN OR AWNING-DECKED VESSEL.</b>	Master <u>Thomas Laing</u>
Ditto of <u>Deck</u> <u>593.68</u>	<b>Half Breadth</b> (moulded) <u>16.5</u> Feet.	Built at <u>Glasgow</u>
Ditto of <u>Deck</u> <u>34.49</u>	<b>Depth</b> from upper part of Keel to top of <u>Main</u> Deck Beams <u>19.41</u>	When built <u>1883</u> Launched <u>20 Aug.</u>
Ditto of <u>Deck</u> <u>1710.88</u>	<b>Girth</b> of Half Midship Frame (as per Rule) <u>31.2</u>	By whom built <u>D. &amp; W. Henderson &amp; Co.</u>
Ditto of <u>Deck</u> <u>85.45</u>	<b>1st Number</b> <u>67.11</u>	Owners <u>Adelaide Steam Navigation Co. (Ld.)</u>
Ditto of <u>Deck</u> <u>1625.43</u>	<b>1st Number, if a 3-Decked Vessel</b> .. deduct 7 feet <u>—</u>	Residence <u>Adelaide, S. A.</u>
Ditto of <u>Deck</u> <u>708.66</u>	<b>Length</b> <u>278</u>	Port belonging to <u>Adelaide</u>
Ditto of <u>Deck</u> <u>916.77</u>	<b>2nd Number</b> <u>18656</u>	Destined Voyage <u>Adelaide</u>
<b>Register Tonnage</b> as cut on Beam <u>916.77</u>	<b>Proportions—</b> Breadths to Length <u>0.43</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While building afloat.</u>
	Depths to Length—Upper Deck to Keel <u>—</u>	
	Main Deck ditto <u>14.33</u>	

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N° of Decks with flat laid	N° of Tiers of Beams
on deck as per Rule ...	278	—	Moulded... ..	33	—	top of Floors to Main Deck Beams ..	17	10	Engines ...	267	3	3
						Do. do. Main Deck Beams ..	25	6				
Dimensions of Ship per Register, length, <u>280</u> breadth, <u>33.2</u> depth, <u>17.6</u>												
<b>KEEL</b> , depth and thickness ... ..						Inches in Ship. <u>4 x 2 1/2</u>						
<b>STEM</b> , moulding and thickness... ..						Inches per Rule. <u>8 1/2 x 2 1/2</u>						
<b>STERN-POST</b> for Rudder do. do. ... ..						<u>8 1/2 x 5</u>						
" " for Propeller ... ..						<u>8 1/2 x 5</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..						<u>24</u>						
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships ... ..						Inches in Ship. <u>4</u>						
Do. for 1/2 at each end ... ..						<u>3</u>						
<b>REVERSED FRAMES</b> , Angle Iron ... ..						<u>3</u>						
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... ..						<u>20 1/2</u>						
" thickness at the ends of vessel ... ..						<u>7</u>						
" depth at 1/2 the half-bdth. as per Rule ... ..						<u>10 1/2</u>						
" height extended at the Bilges... ..						<u>41</u>						
<b>BEAMS</b> , Upper, Span, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron ... ..						<u>6</u>						
Single or double Angle Iron on Upper edge ... ..						<u>48</u>						
Average space... ..						<u>8</u>						
<b>BEAMS</b> , Main, or Middle Deck ... ..						<u>8</u>						
Single or double Angle Iron, Plate or Tee Bulb Iron ... ..						<u>3</u>						
Single or double Angle Iron on Upper edge ... ..						<u>48</u>						
Average space... ..						<u>8</u>						
<b>BEAMS</b> , Lower Deck—Single or double Angle Iron, Plate or Tee Bulb Iron ... ..						<u>3</u>						
Single or double Angle Iron on Upper edge ... ..						<u>48</u>						
Average space... ..						<u>17</u>						
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates ... ..						<u>10 3/4</u>						
" Rider Plate ... ..						<u>5</u>						
" Bulb Plate to Intercostal Keelson... ..						<u>5</u>						
" Angle Irons ... ..						<u>3</u>						
" Double Angle Iron Side Keelson ... ..						<u>3</u>						
" Side Intercostal Plate ... ..						<u>3</u>						
" do. Angle Irons ... ..						<u>3</u>						
" Attached to outside plating with angle iron ... ..						<u>5</u>						
<b>BILGE</b> Angle Irons ... ..						<u>8</u>						
do. Bulb Iron... ..						<u>5</u>						
do. Intercostal plates riveted to plating for — length ... ..						<u>5</u>						
<b>BILGE STRINGER</b> Angle Irons ... ..						<u>5</u>						
Intercostal plates riveted to plating for — length ... ..						<u>5</u>						
<b>SIDE STRINGER</b> Angle Irons ... ..						<u>5</u>						

**FRAMES** extend in one length from keel to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

**REVERSED ANGLE IRONS** on floors and frames extend from middle line to main deck and to 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 1 1/8 in. diameter, averaging 5 1/2 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 3/4 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** 8 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8 in. 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 3/4 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. **Upper Sheerstrake**, double or single riveted.

" **Butts of Main Sheerstrake**, treble riveted for 1/2 length amidships. **Butts of Upper or Span Sheerstrake**, treble riveted all length amidships.

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

" Breadth of laps of plating in double riveting 5 1/4 + 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 2 No. of Breasthooks, 10 Crutches, deep floors

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

Manufacturer's name or trade mark, Blackburn & Jones Bros.; deck plating and stringers, Agate.

The above is a correct description.

Builder's Signature, David M. Henderson Surveyor's Signature, G. Stanbury

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

State of plating is of alternate thicknesses as shown in plan. If Iron Deck, state of whole or part, and of good deck.

Form No. 1 for Iron Ship 1000—(10/1/82.)



# 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? *A few*

Masts, ~~Rowsprit~~ Yards, &c., are *made* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantling Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Rowsprit 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 Rowsprit. *The two pole masts are built of steel in accordance with the scantlings and arrangements shown on the accompanying approved sketch. The steel used has been tested in accordance with the Committee's requirements. The foremast is square rigged and the mainmast has a light fore and aft rig. The mainmast is square rigged.*

## NUMBER for EQUIPMENT 23016

N <sup>o</sup> .	SAILS.	CABLES, &c.	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.
		Chain .....	135	1 3/4	77 1/2 x 55 1/2	270 - 1 3/4	No. 509	Bower Anchors	1	31.0.2	24.7.2.0	30	No. 920
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 3/4	77 1/2 x 55 1/2	270 - 1 3/4	No. 508		2	30.1.11	28.18.0.4	30	No. 919
	Fore Top Sails,	Iron Stream Chain	270		Tested at Glasgow, by W. Fraser				3	26.2.21	25.8.0.4	25 1/2	No. 8065
	Fore Topmast Stay Sails,	or Steel Wire ..	75	1 1/8	30.4 x 20.3	75 - 1 1/8	No. 6742						Tested at Duxton by C. R. Smith.
		or Hempen Strm Cable .....			Tested at Duxton by C. R. Smith.								
	Main Sails,	Towline, Hemp.	90	3 1/2	steel wire	90 - 11		Stream Anchor	4	10.0.13	12.2.0.2	9 1/2	No. 916
		or Steel Wire ..			Certificates of Test produced by James Watson & Co.			Kedge	5	4.3.5	7.3.3.0	4 3/4	No. 917
	Main Top Sails,	Hawser .....	90	3		90 - 7 1/2		2nd Kedge	6	2.1.7	4.16.1.0	2 1/2	No. 918
	and	Warp .....	90	8	hemp	90 - 7 1/2							
		quality <i>good</i>	90	6 x 5	hemp								

Standing and Running Rigging *galv. iron wire* sufficient in size and *good* in quality. She has *2* Long Boats and *4* Life boats

The Windlass is *Napier's* Brass. Capstan *Napier's* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Teak hood on angle iron.* How secured in ordinary weather? *plate glass iron wire*

What arrangements for deadlights in bad weather? *Tan pauline*

Coal Bunker Openings. How constructed? *Round cast iron sheet.* How are lids secured? *sec locking* Height above deck? *flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwarks fore and aft and the sun shade; also in scuppers on each side and 2 wash ports amidships*

Cargo Hatchways. How formed? *Iron plate coamings and angle iron*

State size Main Hatch *9' 11" x 9' 11"* Fore hatch *9' 11" x 7' 11"* Quarter hatch *7' 6" x 7' 10"*

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

What arrangement for shifting beams? *None required*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. *1492*

Date *13<sup>th</sup> Oct. 1882*

Order for Ordinary Survey No. *1492*

Date *13<sup>th</sup> Oct. 1882*

No. *258* in builder's yard.

DATES of Survey held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought *1882, Decr. 21, 22, 27; 1883 Jan. 10, 15, 25, 29; Feb. 2*
- 2nd. On the plating during the process of riveting *5, 9, 13, 14, 27; Mar. 2, 8, 14, 15, 20, 26, 24; April 9, 10, 13,*
- 3rd. When the beams were in and fastened; and before the decks were laid... *16, 19, 25, 26; May 1, 9, 14, 25, 28, 30; June 2, 8, 16, 20, 27;*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... *July 5, 9, 25, 26, 31; Aug. 3, 6, 7, 11, 14, 17, 22, 23, 24; Sept. 1, 2,*
- 5th. After the ship was launched and equipped *17, 20, 25, 26, 31, 3, 5, 9, 20, 22, 24, 25, 26, 27, 31, Novemb.*

State dates of letters respecting this case *Secretary's letters dated 1882: 5<sup>th</sup> Oct.; 1883: 19<sup>th</sup> Feb., 16<sup>th</sup> June, 21<sup>st</sup> & 27<sup>th</sup> June, 12<sup>th</sup> July, 20<sup>th</sup> Aug.*

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

*This vessel has been built in general accordance with the rules and with the accompanying drawings (15 M.), and the workmanship and material are good throughout. The water ballast tanks in the fore and after hold have been tested with water pressure equal to the height of the load line, and so has the fore peak ballast tank and the after peak (the latter is not however proposed to be used for water ballast).*

*The load line approved by the Committee viz: 17 ft 6 ins. has been marked correctly on the sides of the vessel in accordance with the Circular No. 57; the freeboard to the running deck being 10 ft 0 ins. and to the main deck 2 ft 5 1/2 ins. The moulded depth of the vessel is 18 ft 11 ins.*

*Fresh water Freebr: 9' 8" + 2' 1 1/2"*

State if one, two, or three decked vessel, or of spar, or awning decked; and the height of poop, bridge, forecabin, or forecastle, or quarter deck. (If double bottom, state particulars on separate form.)

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

Ham of opinion this Vessel should be Classed *100 A.1. Running deck; two decks and running deck, one iron deck.*

The amount of the Entry Fee .....£ *4: 0: 0* is received by me, *(Signature)*

Special .....£ *65: 12: 6* 4/11/1883

(To be sent as per margin). Certificate ... *0: 0: 0*

(Travelling Expenses, if any, £ .....).

Committee's Minute *FRIDAY 9 NOV 1883* 18

Character assigned *100 A.1.*

*(Signature)* 2 Nov 11 1883

*(Signature)* 2 Nov 11 1883

*(Signature)* 2 Nov 11 1883

*(Signature)* 2 Nov 11 1883

*(Signature)* 2 Nov 11 1883