

IRON SHIP.

(Received at London Office, Rec'd 12th JUNE, 1888)

No. 6554 Survey held at Glasgow Date, First Survey 11th June 1888 Last Survey 4th June 1888

On the S.S. "Australasian"

TONNAGE under Tonnage Deck	2515.52
Ditto of Third Spar, or Awning Deck	956.13
Ditto of Poop, or Raised Or. Dk.	
Ditto of Houses on Deck	92.94
Ditto of Forecabin	65.64
Gross Tonnage	3630.26
Less Crew Space	125.51
	3504.75
Less Engine Room	1161.68
Register Tonnage as cut on Beam	2343.07

ONE, OR TWO DECKED, THREE DECKED VESSEL,	
SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	22.00
Depth from upper part of Keel to top of Upper Deck Beams	26.14
Girth of Half Midship Frame (as per Rule)	43.46
1st Number	91.60
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	348.33
2nd Number	319.04
Proportions— Breadths to Length	7.9
Depths to Length— Upper Deck to Keel	10.2
Main Deck ditto	13.32

Master A. Simpson
 Built at Glasgow
 When built 1884 Launched 1884
 By whom built R. Napier & Sons
 Owners G. Thompson & Co.
 Residence Aberdeen & London
 Port belonging to Aberdeen
 Destined Voyage Sydney via London
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. 348	Inches. 4	BREADTH— Moulded	Feet. 44	Inches. 0	DEPTH top of Floors to Upper Deck Beams	Feet. 31	Inches. 11 1/2	Power of Engines	Horse. 400	N° of Decks with flat laid	3	N° of Tiers of Beams	3
Dimensions of Ship per Register, length, 361.6 breadth, 44.2 depth, 29.3														

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	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	9 x 3 3/4	11 x 3												
STEM, moulding and thickness	9 x 3 3/4	11 x 3												
STERN-POST for Rudder do. do.	11 x 4	11 x 4												
" " for Propeller	11 x 4	11 x 4												
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24												
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 3 1/2 8	5 1/2 3 1/2 8												
Do. for 1/4 at each end	5 1/2 3 1/2 7	5 1/2 3 1/2 7												
REVERSED FRAMES, Angle Iron	3 1/2 3 1/2 8	3 1/2 3 1/2 8												
FLOORS, depth and thickness of Floor Plate	26	10	26	10										
Mid line for half length amidships		8		8										
Thickness at the ends of vessel														
Depth at 1/4 the half-bdth. as per Rule	13	13												
Height extended at the Bilges	52	52												
BEAMS, Upper, Spar, or Awning Deck	8 1/2	8	8 1/2	8										
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	6	3	3	6								
Average space	48	48												
BEAMS, Main, or Middle Deck	10	11	10 1/2	10										
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	8	3 1/2	3 1/2	8								
Average space	48	48												
BEAMS, Lower Deck	10	11	10 1/2	10										
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	8	3 1/2	3 1/2	8								
Average space	48	48												
BEAMS, Hold, or Orlop	Web framed													
Single or double Angle Iron, Plate or Tee Bulb Iron	as per section	Disapproved												
Average space														
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	29	14	29	14										
" Rider Plate	14	14	14	14										
" Bulb Plate to Intercoastal Keelson	6 1/2	4 1/2	9	6 1/2	4 1/2	9								
" Angle Irons														
" Double Angle Iron Side Keelson														
" Side Intercoastal Plate														
" do. Angle Irons	6 1/2	4 1/2	9	6 1/2	4 1/2	9								
" Attached to outside plating with angle iron	3 1/2	3 1/2	8	3 1/2	3 1/2	8								
BILGE Angle Irons	6 1/2	4 1/2	9	6 1/2	4 1/2	9								
" do. Bulb Iron	10	11	10 1/2	10										
" do. Intercoastal plates riveted to plating for half length														
BILGE STRINGER Angle Irons	Intercoastal													
Intercoastal plates riveted to plating for length	and angle Disapproved													
SIDE STRINGER Angle Irons	as per section													

The FRAMES extend in one length from keel to gunwale
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of In. Dk. Str. and to gunwale 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 1/4 in. diameter, averaging 6 1/4 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/4 in. diameter, averaging 4 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/4 in. diameter averaging 4 1/2 ins. from centre to centre.
 Butts of all the Strakes at Bilge for half length, treble riveted with Butt Straps. 1/16 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/2 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 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 6 Dia. Breadth of laps of plating in single riveting
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, Six Crutches, Five
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, Mossend Iron Co., and Consett Iron Co.
 The above is a correct description.
 Builder's Signature, R. Napier & Sons Surveyor's Signature, J. Thompson
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 6557 gls.
 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 in the butts.*

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 Material.
 State also Length and Diameter of Lower Masts and Bowsprit *As per accompanying sketch.*

Mast plates made by Bonsett Iron Co. and tested as per rule.
Steel plates for fore yard made by Dalziel Iron & Steel Co.

N ^o .	NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
	39963		Chain	300 1/3	2 1/8	81 1/2	300 - 2 1/8	1884	Bower Anchors	4969	41-3-20	34-2-0-0	41-2-0	
		Fore Sails,	<i>tested at Chester by A. S. Jack</i>							4940	41-2-10	36-14-3-0	41-2-0	<i>Ches</i>
		Fore Top Sails,	<i>Iron Stream Chain</i>							4968	40-3-20	36-9-0-0	40-3-20	<i>A. S. Jack</i>
		Fore Topmast Stay Sails,	<i>Steel Wire</i>	90	4 1/2	39	90 - 4 1/2			4967	36-3-23	33-14-2-0	35-3-8	
		Main Sails,	<i>Hempen Strm Cable</i>											
		Main Top Sails,	<i>Steel Wire</i>	120	4 1/2	39	120 - 4 1/2			4946	12-2-26	14-10-2-0	12-3-0	
		and	<i>Hawser</i>	90	11		90 - 11			4944	6-2-2	8-15-2-0	6-2-0	
			<i>Warp</i>	90	9		90 - 9			4982	3-1-12	5-16-2-0	3-1-0	
			<i>quality Good</i>											

Standing and Running Rigging is wire & hemp sufficient in size and *good* in quality. She has *2 life* Long Boats and *4* others
 The Windlass is *Hurfield & Co's* Capstan *Good* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Of teak on top of bridge* How secured in ordinary weather? *By slide bars.*
 What arrangements for deadlights in bad weather? *Strong glass panels, protected with galvanized iron rods.*
Coal Bunker Openings.—How constructed? *Comings & scuttles* How are lids secured? *Hatch bars* Height above deck? *11" & 14"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers — Open bulwarks.*

Cargo Hatchways.—How formed? *Of plates and angles, fitted in the usual manner.*
 State size **Main Hatch** *20'-0" x 14'-6"* Forehatch *12'-0" x 8'-0"* Quarterhatches *12'-0" x 12'-0" & 12'-0" x 12'-0"*
 If of extraordinary size, state how framed and secured? *In the main hatchway one deep web plate and 3 fore & afters, and in each of the others one fore & after.*
 What arrangement for shifting beams? *Strong teak gratings.*
Hatches, If strong and efficient? *Strong teak gratings.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	Secretary's
1840	15 th June 1883			391		30 th March 1883
						22, 23, 29, 30, May 6, 12, 16, 19, 23, 30, June 2, 3 & 7 th

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is well executed. This vessel is built in accordance with the enclosed tracings (& in accordance with the Secretary's letter referred to above, and in general conformity with the rules for the contemplated class. The ballast tanks have been tested with a head of water equal to the extreme draught of water of the vessel and found efficient.*

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 *Composition & paint*
 I am of opinion this Vessel should be Classed *100 A. 1 Spar deck.*
 The amount of the Entry Fee£ 5 : 0 : 0 is received by me, *J. S. Thomson*
 Special£ 112 : 12 : 6 *10/6/1884*
 (to be sent as per margin). Certificate ... 0 : 0 : 0
 (Travelling Expenses, if any, £)

Committee's Minute *FRIDAY 13 JUNE 1884 18*
 Character assigned *100A*
L.A.C.P.
2 Dec 11 Group 4 Spar Deck
 Lloyd's Register Foundation