

# STEEL IRON SHIP.

(Received at London Office, Rec'd 12th. JULY 1884)

No. 559 Survey held at *Dumbarton* Date, First Survey *Apr 18 1883* Last Survey *10 June* 18*84*

On the *Steel Twin Screw "Australia"*

Official Number

TONNAGE under Awning Deck	453.95
Ditto of Third, Spar, or Awning Deck	1.33
Ditto of Poop, or Raised Qr. Dk.	
Ditto of Houses on Deck	3.35
Ditto of Poopcastle	
Gross Tonnage	458.63
Less Crew Space	24.00
	434.63
Less Engine Room	174.41
Register Tonnage as cut on Beam	260.22

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	13.00
Depth from upper part of Keel to top of Upper Deck Beams	9.75
Girth of Half Midship Frame (as per Rule)	20.15
1st Number	42.9
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	149
2nd Number	6392
Proportions— Breadths to Length	5.7
Depths to Length— Upper Deck to Keel	
Main Deck ditto	15.2

Master *M<sup>r</sup> Farlane*  
 Built at *Dumbarton*  
 When built *1883-84* Launched *26 Apr 84*  
 By whom built *Burrell & Son*  
 Owners *Cap<sup>n</sup> M<sup>r</sup> Farlane*  
 Residence *Ardenhouse, Scotland*  
 Port belonging to *Glasgow*  
 Destined Voyage *Australia*  
 If Surveyed while Building, Afloat, or in Dry Dock. *While Building & afloat*

LENGTH on deck as per Rule	149	BREADTH— Moulded	26	DEPTH top of Floors to Upper Deck Beams	8	Feet. Inches.	8	9	Power of Engines	44	Horse.	44	N <sup>o</sup> . of Decks with flat laid	2	N <sup>o</sup> . of Tiers of Beams	2
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	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
Dimensions of Ship per Register, length, breadth, depth, moulded depth	150.4	26.1	18.65	9.2	150.4	26.1	18.65	9.2	150.4	26.1	18.65	9.2	150.4	26.1	18.65	9.2
KEEL, depth and thickness	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8
STEM, moulding and thickness	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8
STERN-POST for Rudder do. do.	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8
" " for Propeller	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8	6 1/4	5/8
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 1/2 length amidships	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
Do. for 1/4 at each end	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12	5/8	12	5/8	12	5/8	12	5/8	12	5/8	12	5/8	12	5/8	12	5/8
" thickness at the ends of vessel	6		6		6		6		6		6		6		6	
" depth at 3/4 the half-bdth. as per Rule	6		6		6		6		6		6		6		6	
" height extended at the Bilges	24		24		24		24		24		24		24		24	
BEAMS, Upper Spar or Awning Deck	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Single or double Angle Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Single or double Angle Iron on Upper edge	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Average space	42		42		42		42		42		42		42		42	
BEAMS, Main, Middle Deck	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Single or double Angle Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Single or double Angle Iron on Upper Edge	5	3	10	5	3	10	5	3	10	5	3	10	5	3	10	5
Average space	21		21		21		21		21		21		21		21	
BEAMS, Lower Deck																
Single or double Angle Iron, Plate or Tee Bulb Iron																
Single or double Angle Iron on Upper Edge																
Average space																
BEAMS, Hold or Orlop																
Single or double Angle Iron, Plate or Tee Bulb Iron																
Single or double Angle Iron on Upper Edge																
Average space																
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	8		10	8		10	8		10	8		10	8		10	8
" Rider Plate	6 1/2		10	6 1/2		10	6 1/2		10	6 1/2		10	6 1/2		10	6 1/2
" Bulb Plate to Intercoastal Keelson	3	3	9	3	3	9	3	3	9	3	3	9	3	3	9	3
" Angle Irons	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
" Double Angle Iron Side Keelson	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
" Side Intercoastal Plate	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
" do. Angle Irons	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
" Attached to outside plating with angle iron	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
BILGE Angle Irons	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
" do. Bulb Iron	6		10	6		10	6		10	6		10	6		10	6
" do. Intercoastal plates riveted to plating for length	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
BILGE STRINGER Angle Irons	3	3	10	3	3	10	3	3	10	3	3	10	3	3	10	3
Intercoastal plates riveted to plating for 1/2 length			10			10			10			10			10	
SIDE STRINGER Angle Irons																

The FRAMES extend in one length from *middle line* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5 1/2* apart.  
 The REVERSED ANGLE IRONS on floors and frames extend *from middle line to main sk* 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 *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 *one* Strakes at Bilge for *2* length, *treble* riveted with Butt Straps *3/16* thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double *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 *single* riveted. ~~Upper Sheerstrake, double or single riveted.~~  
 " Butts of Main Sheerstrake, *treble* riveted for *whole* length amidships. Butts of Upper or Spar Sheerstrake, *treble* riveted *length* amidships.  
 " Butts of Main Stringer Plate, *treble* riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, *treble* riveted for *length* amidships.  
 " Breadth of laps of plating in double riveting *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? *tre, & don.* No. of Breasthooks, *4* Crutches, *deep flns*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Dalzell & Mossend.*  
 Manufacturer's name or trade mark, *David Colville Mossend.*  
 The above is a correct description.  
 Builder's Signature, *Burrell & Son* Surveyor's Signature, *J. J. Dodd*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.  
\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed* 6559 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*

Masts, Bowsprit, Yards, &c., are *10 1/2 in* 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, State also Length and Diameter of Lower Masts and Bowsprit. *Two pole Masts of Pitch Pine*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	165 1/2	1 7/8	30.4	165-1 7/8	Wheeler	7312	8-1-10	10-10-0-0	8 1/2			
	Fore Top Sails,	Iron Stream Chain	60	1 1/8	12.75	60-1 1/8	Wheeler	7311	8-0-3	10-8-0-0	23 1/2			
	Fore Topmast Stay Sails,	or Steel Wire	42	1 3/4	8.5		Wheeler	7310	7-1-17	9-13-0-0				
	Main Sails,	or Hempen Strm Cable	75	7 1/2	Lump	75-7 1/2	S.G.	7313	2-2-4	6-2-2-0	2 1/2			
	Main Top Sails,	Towline, Hemp.	90	5 1/2	manilla	90-5 1/2	Lewis		2-10		1 1/4			
	and	Hawser							1-2-19					
		Warp							with stock					
		quality												

Standing and Running Rigging *wire hemp* sufficient in size and *g 1/2* in quality. She has *one* Long Boat and *one other*  
 The Windlass is *Wheeler's* patent Capstan and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Leak on Iron Cuming* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Bulwarks in solid covers*

Coal Bunker Openings.—How constructed? *Cast 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? *Open bulwarks*

Cargo Hatchways.—How formed? *as usual*

State size Main Hatch *10-3 x 10-6* Forehatch *6* Quarterhatch *6-9 x 8ft*

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

What arrangement for shifting beams? *✓*

Hatches, if strong and efficient? *2 1/2 pitch pine solid.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1890	14 <sup>th</sup> Sept 1883			29	12 <sup>th</sup> July 1883 & 20 <sup>th</sup> Dec 1883
DATES OF SURVEYS held while building as per Section 18. <ul style="list-style-type: none"> <li>1st. On the several parts of the frame, when in place, and before the plating was wrought. <i>Specially Surveyed: 1883. Sep 18, 20, 28; Nov. 6, 13, 14, 16, 28, 30; Dec 14, 21; 1884. Jan</i></li> <li>2nd. On the plating during the process of riveting. <i>15; 18, 23, 29; Feb 1, 5, 8, 12, 15, 19, 21, 26, 29</i></li> <li>3rd. When the beams were in and fastened, and before the decks were laid. <i>Mar 4, 7, 11, 14, 18, 21, 25, 28, 29; Apr 2, 9</i></li> <li>4th. When the ship was complete, and before the plating was finally coated or cemented. <i>11, 16, 18, 22, 25, 30; May 6, 13, 16, 20, 23</i></li> <li>5th. After the ship was launched and equipped. <i>30; June 3, 6, 10</i></li> </ul>					

**General Remarks** (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been built in accordance with the 4 tracings approved by the Committee, and with the instructions contained in the above named letters, and otherwise in accordance with the Rules. The approved freeboard of 1 foot to the steel main deck has been marked on the ship's side, as req'd by Circular n° 472; which gives 8" 1/2 to top of Awning deck instead of 8ft. 2 in (see Sup's letter 6<sup>th</sup> Dec 1883. R), this difference is caused by the height between decks being a half inch less than that measured on sketch of midship section. The fresh water mark is 2 1/2 above the line for salt water. This vessel has a fore peak tank, containing 22 tons of water, and an after peak tank containing 13 tons, each of these tanks was tested as required by the Rules, and found satisfactory.*

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

How are the surfaces preserved from oxidation? Inside *Day's Cement Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *\* 90 A.1. steel. "Awning deck" Freeboard 1 1/2 to main*

The amount of the Entry Fee £ 2 : 0 : 0 is received by me, *J. D. Dodd* Special £ 21 : 15 : 0 10/6 1884

(to be sent as per margin). Certificate ... 0 : 0 : 0 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 13 JUNE 1884*

Character assigned *90 A.1. Steel*  
*1 1/2 ft Steel and Awning Deck*  
*Freeboard 1 1/2 to main*  
*8 feet 1 1/2 to strength*

