

## STEEL IRON SHIP.

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

No. 559 Survey held at Dumbarton Date, First Survey 4th 1883 Last Survey 10th June 1884

On the Steel Twin Screw "Australia"

TONNAGE under 453.95

Deck 1.33

Ditto of Third, Spar, or Awning Deck, 3.35

Ditto of Poop, or Raised Qr. Dk. 458.63

Ditto of Houses on Deck 24.00

Gross Tonnage 434.63

Less Crew Space 174.41

Less Engine Room 260.22

Register Tonnage as cut on Beam

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 15.2

Main Deck ditto 15.2

Master M<sup>r</sup> Farlane

Built at Dumbarton

When built 1883-84 Launched 26th April 84

By whom built Burrell &amp; Son

Owners Cap<sup>n</sup> M<sup>r</sup> Farlane

Residence Ardchoul, Scotland

Port belonging to Glasgow

Destined Voyage Australia

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

While Building &amp; afloat

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid
on deck as	149		Moulded...	26		top of Floors to Upper	8	9	Engines ...	44	2
per Rule ...						Deck Beams					N <sup>o</sup> . of Tiers of Beams
						Do. do. Main Deck Beams					
Dimensions of Ship per Register, length, 150.4 breadth, 26.1 depth, 18.65 moulded depth 9.2											
Inches in Ship. Inches per Rule.											
KEEL, depth and thickness	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	Flat Keel Plates, breadth and thickness	30	18
STEM, moulding and thickness...	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	PLATES in Garboard Strakes, br'dth & thickness	11	11
STERN-POST for Rudder do. do.	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	From Garboard to upper part of Bilges...	10	10
" " for Propeller	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	6 1/4	15/8	Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		From up. prt of Bilge to lr. edge of Sh'rstrake...	10	10
Inches. Inches. 32. (Class 90A)											
FRAMES, Angle Iron, for 3/4 length amidships	3	3	10	3	3	10	3	3	Main Sheerstrake, breadth and thickness...	36	13
Do. for 1/2 at each end	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2	2 1/2	Of d'bling at Sh'stk. & lng. applied 3/4 2	26	10
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	7	2 1/2	2 1/2	7	2 1/2	2 1/2	From Main to Upper or Spar Dk. Sh'rstrake...	26	10
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12		12		12		12		Upper or Spar Dk. Sh'rstrake, breadth & thickness...	26	10
" thickness at the ends of vessel	6		6		6		6		Butt Straps to outside plating, breadth & thickness	19	10
" depth at 3/4 the half-bdth. as per Rule	6		6		6		6		Lengths of Plating	7	6
" height extended at the Bilges...	24		24		24		24		Shifts of Plating, and Stringers	2	2
Inches. Inches. 32. (Class 90A)											
BEAMS, Upper Spar or Awning Deck	5	3	10	5	3	10	5	3	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	19	10
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	Angle Iron on ditto	3x3x10	3x3x10
Single or double Angle Iron on Upper edge	42		42		42		42		Tie Plates fore and aft, outside Hatchways	7	10
Average space...	21		21		21		21		Diagonal Tie Plates on Beams No. of Pairs	2	2
BEAMS, Main, or Middle Deck	5	3	10	5	3	10	5	3	Flat of Upper, Spar, or Awning Dk.	22	13
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	How fastened to Beams	nut & screw bolts	
Single or double Angle Iron on Upper edge	42		42		42		42		Stringer Plate on ends of Main or Middle Deck	22	13
Average space...	21		21		21		21		Beams, breadth and thickness	22	13
BEAMS, Lower Deck	5	3	10	5	3	10	5	3	Is the Stringer Plate attached to the outside plating?	Yes	Yes
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	Angle Irons on ditto, No. 2	3x3x10	3x3x10
Single or double Angle Iron on Upper edge	42		42		42		42		Tie Plates, outside Hatchways	7	10
Average space...	21		21		21		21		Diagonal Tie Plates on Beams, No. of pairs	2	2
BEAMS, Hold or Orlop	5	3	10	5	3	10	5	3	Flat of Middle Deck* do. do.	22	13
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	10	5	3	10	5	3	How fastened to Beams	Complete	
Single or double Angle Iron on Upper edge	42		42		42		42		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	22	13
Average space...	21		21		21		21		Is the Stringer Plate attached to the outside plating?	Yes	Yes
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	8		10	8		10	8		Angle Irons on ditto, No.	3x3x10	3x3x10
" Rider Plate	6 1/2		10	6 1/2		10	6 1/2		Stringer or Tie Plates, outside Hatchways	7	10
" Bulb Plate to Intercoastal Keelson	3	3	9	3	3	9	3	3	Flat of Lower Deck*		
" Angle Irons	3	3	9	3	3	9	3	3	Ceiling betwixt Decks, thickness and material	2	2
" Double Angle Iron Side Keelson	3	3	9	3	3	9	3	3	" in hold do. do.	2	2
" Side Intercoastal Plate	3	3	10	3	3	10	3	3	Main piece of Rudder, diameter at head	3 3/4	2 3/4
" do. Angle Irons	3	3	10	3	3	10	3	3	" do. at heel	2 1/4	2 1/4
" Attached to outside plating with angle iron	3	3	10	3	3	10	3	3	Can the Rudder be unshipped afloat?	Yes	Yes
BILGE Angle Irons	3	3	10	3	3	10	3	3	Bulkheads No. 4 No. per Rule 4		
" do. Bulb Iron	6		10	6		10	6		" Thickness of	7/32	
" do. Intercoastal plates riveted to plating for length	3	3	10	3	3	10	3	3	" Height up	3 to main dk & 4 to awning deck	
BILGE STRINGER Angle Irons	3	3	10	3	3	10	3	3	" How secured to sides of ship	double frames	
Intercoastal plates riveted to plating for 1/2 length	3	3	10	3	3	10	3	3	" Size of Vertical Angle	2 1/2 x 2 1/2 x 7/8 and distance apart 30 ins.	
SIDE STRINGER Angle Irons	3	3	10	3	3	10	3	3	" Are the outside Plates doubled two spaces of Frames in length?	Yes	

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 dk 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 or 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.

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 &amp; don. No. of Breasthooks, 4 Crutches, deep flns

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

Manufacturer's name or trade mark, David Colville Mossend.

The above is a correct description. Builder's Signature, Burrell &amp; Son Surveyor's Signature, J. J. Dodd

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



**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 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, State also Length and Diameter of Lower Masts and Bowsprit. *Two pole Masts of Pitch Pine*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
SAILS.		CABLES, &c.					N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
N <sup>o</sup> .		Chain										
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)										
One	Fore Top Sails,	Iron Stream Chain	60	11/16	12.75	60-1/8	17312	8-1-10	10-10-0-0	8 1/2	Rehner	
		or Steel Wire ..	12-13401	8-5	75-7 1/2	8-4	17311	8-0-3	10-8-0-0	23 1/2	by	
Two	Fore Topmast Stay Sails,	or Hempen Strm Cable .....	75	7 1/2	75-7 1/2	8-4	17310	7-1-17	9-13-0-0	2-4	8-4	
	Main Sails,	Towline, Hemp. or Steel Wire ..	90	5 1/2	90-5 1/2	Lewis	17313	2-2-4	6-2-0-0	2 1/2	Lewis	
		Hawser .....						2-10				
	Main Top Sails, and	Warp .....					Stream Anchor	1-2-19		1 1/4		
		quality					Kedge ...	with stock				
							2nd Kedge ...					

Standing and Running Rigging *wire hemp* sufficient in size and *9 1/2* in quality. She has *one* Long Boat and *one* other  
 The Windlass is *W. Reid & Co'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? *Bulleyes 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. *1890* Date *14<sup>th</sup> Sept 1883*  
 Order for Ordinary Survey No. *1891* Date *14<sup>th</sup> Sept 1883*  
 No. *29* in builder's yard.  
 State dates of letters respecting this case *12<sup>th</sup> July 1883 Dec 1883 30; June 3, 1884*

**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<sup>o</sup> 472; which gives 8' 1 1/2 to top of Awning deck instead of 8ft 2 in (see Sup's letter 6<sup>th</sup> Dec 1883. &c), 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 *Days 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, *10/6 1884*  
 Special *£ 21 : 15 : 0*  
 (to be sent as per margin). Certificate ... *0 : 0 : 0*  
 (Travelling Expenses, if any, £ ... )

Committee's Minute *FRIDAY 13 JUNE 1884*  
 Character assigned *90 A.1 Steel*  
*1 Sh Steel and Awning Deck*  
*Freeboard 1 foot to main deck*  
*8 feet 1 1/2 to awning deck*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Lloyd's Register Foundation