

# STEEL IRON SHIP.

(Received at London Office,

THUR. 15 OCT 1885

No. *4142* Survey held at *Dumbarton* Date, First Survey *30 Jan 1885* Last Survey *7 Oct 1885*  
On the *Barcoo* *2 pole masts*

TONNAGE under  
Tonnage Deck *1375*  
Ditto of Third, Spar,  
or Awning Deck  
Ditto of Poop, or  
Raised Qr. Dk.  
Ditto of Houses  
on Deck  
Ditto of Forecastle  
Gross Tonnage *1504.56*  
Less Crew Space  
Less Engine Room  
Register Tonnage  
as cut on Beam *745.29*

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.  
Half Breadth (moulded) *18.00*  
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 *65.87*  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length *248.7*  
2nd Number *63.81*  
Proportions— Breadths to Length *6.9*  
Depths to Length—Upper Deck to Keel

Master *Harry Moore Ingram*  
Built at *Dumbarton*  
When built *1885* Launched *10 Aug 85*  
By whom built *Wm Denny & Bros*  
Owners *Isleland Steam Ship Co Ltd*  
Residence *London*  
Port belonging to *London*  
Destined Voyage *Brisbane*  
If Surveyed while Building, Afloat, or in Dry Dock.  
*While building & afloat.*

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	<i>248</i>	<i>8 1/2</i>	Moulded	<i>36</i>	<i>0</i>	top of Floors to Upper Deck Beams	<i>15</i>	<i>3</i>	Engines	<i>308</i>	<i>2</i>	<i>3</i>
Dimensions of Ship per Register, length, breadth, depth,	<i>250</i>			<i>36 1/8</i>			<i>23.2</i>					
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate												
at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space												
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 intercostal Plates												
Rider Plate												
Bulb Plate to Intercostal Keelson												
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercostal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
BILGE Angle Irons												
do. Bulb Iron												
do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for whole length												
SIDE STRINGER Angle Irons												
Plates riv. to sides 15 1/2 x 12 mid. line												
The FRAMES extend in one length from												
The REVERSED ANGLE IRONS on floors and frames extend from middle line to												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?												
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 at Bilge for 44 ft length, treble riveted with Butt Straps 3/2 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 44 ft length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 44 ft length amidships.												
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.												
Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Yes &amp; No</i> No. of Breasthooks, <i>4</i> Crutches, <i>deep floors</i>												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>"Round" "Butterfly"</i>												
Manufacturer's name or trade mark, <i>Steel Co. of Scotland &amp; Clyde Works</i>												
The above is a correct description.												
Builder's Signature, <i>Wm Denny &amp; Brothers</i> Surveyor's Signature, <i>C. D. Dodd</i>												
Surveyor to Lloyd's Register of British and Foreign Shipping.												



7142 gls

**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 very few*

Masts, Bowsprit, Yards, &c., are *Steel* 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, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *The two pole masts have been built in accordance with the approved tracing attached herewith see Secy's letter of the 27<sup>th</sup> Feb 1885. Steel used is "Russend". Tested at the Manufacturer's Works*

NUMBER for EQUIPMENT 21585 (2)		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Supplied.
SAILS.	CABLES, &c.	135	1 3/4	77/125	2700	Chester	Bower Anchors	9553	30.0.2	18.6-1.0	30	Referton
	Chain	135		55/125	1734	A. P. Quirk	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	9552	30.0.0	28.12.2.0	total	S. G. Lewis
	Fore Sails,	202	3 1/2	4323		Dipton		9573	25.3.8	25.10.1.7	85 1/2	Dipton
	Fore Top Sails,	75 1/2	1 7/8	30.4	75-176	E. R. Ditt		9551	9.3.0	11.5.2.14	9 1/2	E. R. Ditt
	Fore Topmast Stay Sails,	12 8082		20.3	90-11		Stream Anchor	9580	4.3.7	7.5.0.0	4 3/4	
	Main Sails,	90	3 1/2	4323	90.9		Kedge	9549	2.2.0	5.0.0.0	2 1/2	
	Main Top Sails,	90	9		90.7 1/2		2nd Kedge					
	and spare	90	7 1/2									
	quality	90										
		90										

Standing and Running Rigging *Wire Hemp* sufficient in size and *9 1/2* in quality. She has *2* Long Boat and *4* others  
The Windlass is *Pauls Patent* Capstan *9 1/2* and Rudder *9 1/2* Pumps *9 1/2*  
**Engine Room Skylights.**—How constructed? *Teak on Iron Coaming on top of house* How secured in ordinary weather? *Gratings & tarpaulins*  
What arrangements for deadlights in bad weather? *Bolted*  
**Coal Bunker Openings.**—How constructed? *Wrought 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? *5 Scuppers, 6 water ports*  
**Cargo Hatchways.**—How formed? *Plates & angles*  
State size **Main Hatch** *9' 9" x 9' 0" Forehatch 11' 9" x 9' 1" Quarterhatch*  
If of extraordinary size, state how framed and secured? *not large*  
What arrangement for shifting beams?  
**Hatches.** If strong and efficient? *gratings on Spar Deck, solid on Main Deck which can be shifted to Spar Deck*

Order for Special Survey No. *1994*  
Date *8<sup>th</sup> Dec 1884*  
Order for Ordinary Survey No. *1995*  
Date *10<sup>th</sup> Dec 1884*  
No. *305* in builder's yard.  
State dates of letters respecting this case *4<sup>th</sup> Dec 1884, 12<sup>th</sup> 27<sup>th</sup> Feb 1885 & 8<sup>th</sup> May 1885*  
1st. On the several parts of the frame, when in place, and before the plating was wrought } *Specially Surveyed: 1885: Jan 30, Feb 3, 6, 10*  
2nd. On the plating during the process of riveting } *13, 18, 20, 24, 27, Mar 4, 6, 11, 12, 13, 16, 18, 20, 24, 27*  
3rd. When the beams were in and fastened, and before the decks were laid.... } *31, Apr 6, 14, 17, 21, 23, 28, May 1, 6, 8, 12, 14, 15, 19, 23, 28*  
4th. When the ship was complete, and before the plating was finally coated or cemented... } *29, June 2, 5, 9, 12, 17, 19, 23, 25, 29, 30, July 3, 7, 9, 10, 14, 16*  
5th. After the ship was launched and equipped } *28, 30, Aug 4, 11, 18, 20, 21, 26, 27, 28, Sep 1, 8, 14, 22, 30, 4<sup>th</sup> Dec 1884, 12<sup>th</sup> 27<sup>th</sup> Feb 1885 & 8<sup>th</sup> May 1885*

**General Remarks** (State quality of workmanship, &c.)  
*The workmanship is good and the vessel has been built in accordance with the approved tracings, in numbers, and in accordance with the instructions contained in the Secretary's letters above referred to. This vessel is a sister ship to the Steel S.S. "Maranora", Glasgow Report 1884, excepting that she is built on the cellular bottom system in the holds and under engines, and on the ordinary system in boiler space at the junction of the two systems efficient longitudinal strength has been maintained. The Ballast tanks have been tested as required by the Rules, and found satisfactory and the fore & after peaks have been filled with water & the bulkheads found good. She has a fore-castle 4 ft long, open bridge 18 ft with a shelter deck, with open bulwarks, on the fore side of bridge 23 ft long. Side houses aft side of Bridge 6 ft middle line houses extend fore of bridge 36 ft and aft of Bridge 60 ft. The forward Long keel 18 ft broad & the two Masts 12 1/2 ft broad.*

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 *Portland Cement* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A. 1 "Spar decked" "Steel"*  
The amount of the Entry Fee .....£ *4* : *0* : *0* is received by me, *J. Dodd*  
Special .....£ *60* : *13* : *6* *14/10/1885*  
(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £ ...)  
Committee's Minute *FRIDAY 16 OCT 1885*  
Character assigned *100 A. 1*  
*L.A.D.C.R. & Spar Deck paint Steel & Wood frames*  
*It is submitted that the vessel appears eligible to be classed 100 A. 1 "Steel" "Spar decked" as recommended by Lloyd's Register of Shipping. Call off bottom/particulars appended.*