

# STEEL IRON SHIP.

(Received at London Office, 17 JULY 1890)

No. 9944 Survey held at Glasgow Date, First Survey 28<sup>th</sup> May 1889 Last Survey 10<sup>th</sup> July 1890

On the Steel Screw Steamer "Wodonga"

TONNAGE under 1952.19  
Tonnage Deck 1.14  
Ditto of Poop, on 265.98  
Raised Or. Dk. 79.84  
Ditto of Houses on Deck 41.36  
Ditto of Forecastle 2340.51  
Gross Tonnage 2243.74  
Less Crew Space 222.44  
by Act 1889. 222.30  
Less Engine Room 748.96  
Register Tonnage 1473.34  
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
Half Breadth (moulded) 19.50  
Depth from upper part of Keel to top of Main Deck Beams 18.17  
Girth of Half Midship, Frame (as per Rule) 32.88  
1st Number 70.55  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 308.33  
2nd Number 21752.68  
Proportions Breadths to Length 7.90  
Depths to Length Upper Deck to Keel 11.89  
Main Deck ditto 16.96

Master Henry C. Borders 78-90  
Built at Glasgow  
When built 1889-90 Launched 22<sup>nd</sup> April 90  
By whom built A & J Inglis  
Owners Australasian United Steam Nav. Co. (Lim)  
Residence 13 Austin Friars, London E.C.  
Port belonging to London  
Destined Voyage Brisbane  
If Surveyed while Building, Afloat, or in Dry Dock.  
While building, afloat, & in dry dock.

LENGTH on deck as per Rule 308 4 BREADTH Moulded 39 0 DEPTH top of Floors to Deck Beams 22 14 Do. do. Main Deck Beams 14 10 Power of Engines 400 N° of Decks with flat laid two N° of Tiers of Beams two & web frame

Dimensions of Ship per Register, length, 310.2 breadth, 39.1 depth, 22.45  
KEEL, depth and thickness 10 x 2 3/4  
STEM, moulding and thickness 11 x 6  
STERN-POST for Rudder do. do. 10 x 6  
" " for Propeller 10 x 6  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron for 2 length amidships 4 1/2 3 7 4 1/2 3 6  
Do. for 1/2 at each end 4 1/2 3 6 4 1/2 3 6  
REVERSED FRAMES, Angle Iron 3 3 7 3 3 7  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 40 6  
" thickness at the ends of vessel 6  
" depth at 3/4 the half-bdth. as per Rule 40 6  
" height extended at the Bilges 40 6  
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 5 8 7 1/2 7  
Single or double Angle Iron on Upper edge 48 48  
Average space 10 6 10 9 1/2 9  
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 10 6 10 9 1/2 9  
Single or double Angle Iron, on Upper Edge 48 48  
Average space 48 48  
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
Single or double Angle Iron on Upper Edge  
Average space

BEAMS, Hold, or Orlop Single or d'ble Ang. 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 10 10  
" Centre line Plate of Inner Bottom 10 10  
" Angle Irons on upper edge 4 4 9 1/6 4 4 9 1/6  
" Double Angle Iron Side Keelson 6 6 6 6 6 6  
" Side Intercoastal Plate 3 1/2 3 1/2 7 1/6 3 1/2 3 1/2 7 1/6  
" Margin Plate Angle Irons 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
" Attached to outside plating with angle iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8  
BILGE Angle Irons  
" do. Bulb Iron  
" do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons 3 3 7 3 3 7  
Continuous Intercoastal plates riveted to plating for whole length 18 18  
SIDE STRINGER Angle Irons 3 3 7 3 3 7  
Continuous plate riveted to plating for whole length 18 18  
The FRAMES extend in one length from Middle line to Margin Plate to 1/2 thence to Top height  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Margin Plate to 1/2 thence to Main Deck and to Spar deck alternately  
KEELSONS. Are the various lengths of Plates and Angles properly connected? Yes And butts properly shifted? Yes  
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 3 3/4 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 3/4 ins. from centre to centre.  
" Butts of all 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 3/4 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 Spar Sheerstrake, treble riveted to length amidships.  
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.  
" Breadth of laps of plating in double riveting 5 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? treble & double No. of Breasthooks, 34 deep floors Crutches, 24 deep floors  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin Mild Steel  
Manufacturer's name or trade mark, Coats, Mossend, Consett, Dabzell, Halliday, Clydebridge  
The above is a correct description.  
Builder's Signature, A & J Inglis  
Surveyor's Signature, H. M. Dove  
Surveyor to Lloyd's Register of British and Foreign Shipping

Ceiling betwixt Decks, thickness and material 6 x 2 1/2 Pine Sparring  
" in hold do. do. 2 1/2 Pitch Pine  
Main piece of Rudder, diameter at head 8 4  
" do. at heel of pintles 4 3 1/4  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. 5 No. per Rule 5  
" Thickness of 6 1/2 x 5 1/2  
" Height up Spar deck  
" How secured to sides of ship double angle frame size  
" Size of Vertical Angle, Iron 4 1/2 x 3 x 1/2 and distance apart 30 ins.  
" Are the outside Plates doubled two spaces of Frames in length? Yes

Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9  
Tie Plates, outside Hatchways 14 10 14 10  
Diagonal Tie Plates on Beams, No. of pairs 3 1/2 3 1/2  
Flat of Middle Deck\* do. Pitch Pine  
How fastened to Beams Nut and screw bolts  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Stringer or Tie Plates, outside Hatchways  
Flat of Lower Deck\*

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.  
Lloyd's Register  
GLS160-0147



Workmanship. Are the butts of plating planed or otherwise fitted? planed 9977 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 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 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

Fore Pole Mast: length extreme 112ft. Dia. at Heel  $18\frac{1}{2}\times\frac{1}{2}$ , Parteen  $22\frac{1}{2}\times\frac{1}{2}$ , Head  $16\frac{1}{2}\times\frac{1}{2}$ , Topmast head  $7\frac{1}{2}\times\frac{1}{2}$   
Main " " 98ft. Heel  $18\frac{1}{2}\times\frac{1}{2}$ , "  $22\frac{1}{2}\times\frac{1}{2}$ , Head  $16\frac{1}{2}\times\frac{1}{2}$ , "  $7\frac{1}{2}\times\frac{1}{2}$

These Masts have been constructed of Consell Steel in accordance with the approved tracing, with the Secretary's letter of 27<sup>th</sup> April 1889 & with the Rules.

NUMBER FOR EQUIPMENT 29038 t.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supntd.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Supntd.
SAILES.							Bower Anchors	2688	41.3.8	37.0.3.21	34 cwt.	Netherston P.H.
CABLES &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
No. One complete set	Fore Sails,	Chain 1206	135 3/4	1 1/8	88 1/2/63 1/4	270 fms	Glasgow P.H.					
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)										
No. One complete set	Fore Top Sails,	Iron Steam Chain	134 3/8	1 1/8	88 1/2/63 1/4	21 1/4 fms	E. Beathouse					
		or Steel Wire	45	1 1/8	34 1/2/22 1/4	75 fms 1 1/2 in	N. Hingley & Sons					
No. One complete set	Fore Topmast Stay Sails,	or Hempen Strm Cable										
		Towline, Hemp	100	4	33	100 fms 4	R.S. Newall & Co					
No. One complete set	Main Sails,	or Steel Wire										
		Hawser	180	3 1/4	22	90 fms 9 1/2	R.S. Newall & Co					
No. One complete set	Main Top Sails, and spare	Warp	90	8		90 fms 8						
		quality good.	90	6								

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has 3 Life Long Boats and four other boats.

The Windlass is Harfield's Capstan good and Rudder good Pumps good, in accordance with approved tracing.

Engine Room Skylights. How constructed? Teak with glass panels, upon casing above B.H. How secured in ordinary weather? bolted.

What arrangements for deadlights in bad weather? Brass guard rails with tarpaulins.  
Coal Bunker Openings. How constructed? Hatches on Spar & Bdr. decks How are lids secured? Solid latches: 3 in Height above deck 22 in on Bdr. deck 34 in on Spar deck

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Two scuppers, & 3 freeing ports 17" x 17" on each side of ship.

Cargo Hatchways. How formed? Comings & headledges in the usual way.

State size Main Hatchways N<sup>o</sup> 1 (for d) 9ft. 11 1/2 in x 5ft. 11 in Fore Hatch N<sup>o</sup> 2, 25ft. 9 in x 10ft. 11 in N<sup>o</sup> 3 (Coaling Hatch) 3ft. 10 in x 7ft. 11 in N<sup>o</sup> 4 (Coaling hatch on Bridge) 3ft. 0 in x 10ft. 0 in

If of extraordinary size, state how framed and secured? 9ft. 0 in. N<sup>o</sup> 5 (on Bridge) 3ft. 10 1/2 in x 10ft. 0 in.

What arrangement for shifting beams? Water-tight bulkhead running to top of comings in N<sup>o</sup> 2 Hatch: One fore & after in N<sup>o</sup> 1, 2, & 5 Hatches.

Hatches, If strong and efficient? 3 in. Solid.

Order for Special Survey N <sup>o</sup> 2295	1st. On the several parts of the frame, when in place, and before the plating was wrought	1889, May 25, 30, June 7, 14, 17, 19, 24, 28, July 2, 10, 24, 29, 31, Aug. 1, 5, 6, 11, 15, 19.
Date <u>24<sup>th</sup> April 1889</u>	2nd. On the plating during the process of riveting	23, 24, 27, 29, Sept. 3, 5, 10, 13, 18, 20, 24, 27, 30, Oct. 1, 4, 8, 14, 17, 21, 24, 29, 31, Nov. 1.
Order for Ordinary Survey No. <u>✓</u>	3rd. When the beams were in and fastened, and before the decks were laid	5, 7, 13, 15, 19, 22, 26, 28, Dec. 5, 10, 29, 24, 27 1890 Jan. 13, 17, 21, 24, 28, 31, Feb. 4, 7, 12, 18
Date <u>✓</u>	4th. When the ship was complete, and before the plating was finally coated or cemented	25, Mar. 3, 7, 12, 18, 21, 25, 31, April 2, 4, 9, 10, 15, 17, 21, 25, 28, May 1, 6, 12, 16, 20, 26, 30
No. <u>211</u> in builder's yard	5th. After the ship was launched and equipped	June 3, 5, 9, 12, 16, 20, 24, 27, July 3, 5, 10
State dates of letters respecting this case		1889, 7 <sup>th</sup> March, 5 <sup>th</sup> 10 <sup>th</sup> 27 <sup>th</sup> April, 18 <sup>th</sup> May, 11 <sup>th</sup> July, 1890, 20 <sup>th</sup> February.
		Total N <sup>o</sup> 101.

General Remarks (State quality of workmanship, &c.) The workmanship throughout this Vessel is good, and she has been built in accordance with the approved sketches, the instructions contained in the Secretary's letters referred to above, and in other respects with the Rules. There is a double bottom constructed on the Cellular system extending all fore and aft and divided into three compartments, each of these has been tested by water pressure to the height of the Load Line: the fore, and after Peaks have been filled with water and tested. The dimensions and particulars for Freeboard have been verified (Report forwarded herewith), and the Freeboard assigned by the Committee (Secretary's letter 20<sup>th</sup> Feb. 1890) has been correctly marked on the Vessel's sides as follows:- From top of wood Spar deck in summer 6ft. 6 1/2 ins., Winter 6ft. 9 1/2 ins; with Fresh water line 5 ins above center of Disc. It is recommended that this Freeboard be recorded in the Register Book.

An installation of Electric light has been fitted on the double wire system by Messrs Harvey & Co., the copper wires have three insulating coverings - vulcanised rubber, tape, and plaited hemp: the wires pass through watertight Teak plugs at the bulkheads, and are laid in wood casings and every precaution is taken to preserve the insulating coverings from injury.

This is a Spar decked Vessel with long Poop 193ft (at Centre) & Forecastle 44ft.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 100A.1 Spar deck Steel

The amount of the Entry Fee .....£ 5 : - : - is received by me, 16/4/ 1890  
Special .....£ 81 : 2 : -

(To be sent to per margin) Certificate ...  
(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

100A.1 Steel Spar deck  
100A.1 Spar deck Steel w/o  
100A.1 Spar deck Steel w/o  
100A.1 Spar deck Steel w/o

C. J. Dodd for W. Dore  
Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this Vessel appears eligible to be Classed 100A.1 Spar deck Steel w/o & Spar deck Steel w/o - H.S. Rules for 100A.1 particulars, appended.

FRI 18 JULY 1890

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