

# IRON SHIP.

Rec'd 7th May 1883

No. *1104* Survey held at *Port Glasgow* Date, First Survey *6th Nov 82* Last Survey *2 April 83*

1883

On the Iron Bark *"Banca"*

## "Banca"

Master *B. Macberrow*  
 Built at *Port Glasgow*  
 When built *1883* Launched *6th Dec 82*  
 By whom built *Russell & Co.*  
 Owners *Peter Demistow & Co.*  
 Residence *Glasgow*  
 Port belonging to *Glasgow*  
 Destined Voyage *Sydney*  
 Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck <i>937.87</i>	ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN OR AWNING DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck <i>67.98</i>	Half Breadth (moulded) <i>16.67</i>
Ditto of Poop, or Raised Or. Dk. <i>12.95</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>22.16</i>
Ditto of Houses on Deck <i>26.74</i>	Girth of Half Midship Frame (as per Rule) <i>34.79</i>
Ditto of Forecastle <i>26.74</i>	1st Number <i>73.62</i>
gross Tonnage <i>1046.15</i>	1st Number, if 3-Decked Vessel, deduct 7 feet
Less Crew Space <i>47.14</i>	Length <i>199</i>
Less Engine Room	2nd Number <i>14650</i>
Register Tonnage as cut on Beam <i>999.01</i>	Proportions— Breadths to Length <i>6</i>
	Depths to Length—Upper Deck to Keel <i>9</i>
	Main Deck ditto <i>18 1/2</i>

LENGTH on deck as per Rule <i>199 0</i>	BREADTH— Moulded <i>32 4</i>	DEPTH top of Floors to Upper Deck Beams <i>20 2</i>	Do. do. Main Deck Beams <i>20 2</i>	Power of Engines <i>✓</i>	Horse <i>✓</i>	Nº. of Decks with flat laid <i>1</i>	Nº. of Tiers of Beams <i>2</i>
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	Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule	
	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship	In Ship
KEEL, depth and thickness	<i>8 1/2</i>	<i>2 3/8</i>	<i>8 1/2</i>	<i>2 3/8</i>	<i>8 1/2</i>	<i>2 3/8</i>	<i>8 1/2</i>	<i>2 3/8</i>	<i>8 1/2</i>	<i>2 3/8</i>	<i>8 1/2</i>	<i>2 3/8</i>
STEM, moulding and thickness	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>
STERN-POST for Rudder do. do.	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>	<i>7 1/2</i>	<i>2 3/8</i>
" " for Propeller	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 3</i>	<i>8 5 3 8</i>	<i>5 3</i>	<i>8 5 3 8</i>	<i>5 3</i>	<i>8 5 3 8</i>	<i>5 3</i>	<i>8 5 3 8</i>	<i>5 3</i>	<i>8 5 3 8</i>	<i>5 3</i>	<i>8 5 3 8</i>
Do. for 1/4 at each end	<i>5 3</i>	<i>7 5 3 7</i>	<i>5 3</i>	<i>7 5 3 7</i>	<i>5 3</i>	<i>7 5 3 7</i>	<i>5 3</i>	<i>7 5 3 7</i>	<i>5 3</i>	<i>7 5 3 7</i>	<i>5 3</i>	<i>7 5 3 7</i>
REVERSED FRAMES, Angle Iron	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>23</i>	<i>9 23 9</i>	<i>23</i>	<i>9 23 9</i>	<i>23</i>	<i>9 23 9</i>	<i>23</i>	<i>9 23 9</i>	<i>23</i>	<i>9 23 9</i>	<i>23</i>	<i>9 23 9</i>
" thickness at the ends of vessel	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>	<i>11 1/2</i>	<i>8 1/2 11 1/2 8 1/2</i>
" depth at 3/4 the half-bdth. as per Rule	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
" height extended at the Bilges	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
BEAMS, Upper, Spar, or Awning Deck	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>
Single or double Angle Iron on Upper edge	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>
Average space	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
BEAMS, Main, or Middle Deck	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>
Single or double Angle Iron on Upper Edge	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>
Average space	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
BEAMS, Lower Deck	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>
Single or double Angle Iron on Upper Edge	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>
Average space	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
BEAMS, Hold, or Orlop	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>	<i>8</i>	<i>8 8 8 8</i>
Single or double Angle Iron on Upper Edge	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>	<i>3 3</i>	<i>6 3 3 6</i>
Average space	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>	<i>46</i>
KEELSONS Centre line, single or double plate, box or intercostal Plates	<i>15</i>	<i>11 15 11</i>	<i>15</i>	<i>11 15 11</i>	<i>15</i>	<i>11 15 11</i>	<i>15</i>	<i>11 15 11</i>	<i>15</i>	<i>11 15 11</i>	<i>15</i>	<i>11 15 11</i>
" Rider Plate	<i>10 1/4</i>	<i>11 10 1/4 11</i>	<i>10 1/4</i>	<i>11 10 1/4 11</i>	<i>10 1/4</i>	<i>11 10 1/4 11</i>	<i>10 1/4</i>	<i>11 10 1/4 11</i>	<i>10 1/4</i>	<i>11 10 1/4 11</i>	<i>10 1/4</i>	<i>11 10 1/4 11</i>
" Bull Plate to Intercostal Keelson	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" Angle Irons	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" Double Angle Iron Side Keelson	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" Side Intercostal Plate	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>
" do. Angle Irons	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>
" Attached to outside plating with angle iron	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>	<i>3 3</i>	<i>7 3 3 7</i>
BILGE Angle Irons	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" do. Bull Iron	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" do. Intercostal plates riveted to plating for length	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
BILGE STRINGER Angle Irons	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
" Intercostal plates riveted to plating for length	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>
SIDE STRINGER Angle Irons	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>	<i>5 3 1/2</i>	<i>8 5 3 1/2 8</i>

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *Upper deck stringer* and to *1st Stringer* 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* in. diameter, averaging *1 1/2* 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 *4 1/2* 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 *3* Strakes at Bilge for *1/2* 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 *5/8* in. diameter, averaging *3 3/8* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* 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 amidships.

" Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *3* Crutches, *3*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good - Frames - Phosnia Ironwork.*

Reverse bars - *Cast-iron.* Beams, *Middlebars.* Floors & plating, *in Antifer & Cast-iron.* Maston *17* bars & plates.

Manufacturer's name or trade mark, *Strangers & the plates - Corwell.*

The above is a correct description.

Builder's Signature, *Russell & Co.* Surveyor's Signature, *J. Pearce*

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

**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 few*

Masts, Bowsprit, Yards, &c., are *of Iron* in *good* condition, and sufficient in size and length. If of Iron or Steel give *Samplings 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 *Fore and Mainmast. Length 73. 17 x 7/16. 17 x 7/16. 20 x 7/16. 26 x 7/16.*  
*Mizen Mast - Length 47. 15 x 7/16. 15 1/2 x 7/16. 15 7/8 x 7/16. 20 x 7/16. - Two plates in the round of mast.*  
*Plates in round of fore and main masts - Butt straps 7/16 thicker than plates - all riveted below deck.*  
*Cable riveted above deck - doubled in way of furling - Bowsprit - 18 1/2 outside bed - at 20 ft 23 x 7/16. 16 x 7/16.*  
*Decks are 3 x 2 1/2 x 7/16*

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.		Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. No.	Weight Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
					lb	sq							
		Chain	270	1 3/4	55 lb. 77 lb.	5 7/8	13 1/4	13/2/83	Bower Anchors	7753	30:3:0	30	13/2/83
	Fore Sails,	Iron Stream Chain or Steel Wire	75	1 5/16	15 lb. 22 lb.	7 5/8	9 1/4	13/2/83		7754	28:1:21	27:9:2:7	
	Fore Top Sails,	or Hempen Strm Cable								7755	27:0:11	26:9:1:11	
	Fore Topmast Stay Sails,	Towline, Hemp. or Steel Wire	90	1 1/2		90	10 1/2			Total	86:1:7	Total	85 1/2
	Main Sails,	Hawser	90	9		90	9		Stream Anchor	7756	9:2:11	11:13:1:21	9 1/2
	Main Top Sails,	Warp	90	5 1/2		90	5 1/2		Kedge	7757	5:0:7	7:9:2:21	4 1/4
	and	quality <i>Good</i>							2nd Kedge	7758	2:2:7	5:2:2:0	2 1/2

Standing and Barring Rigging *Keel & mainmast* sufficient in size and *good* in quality. She has *4* *long* Boat and  
 The Windlass is *Iron Patent*. Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*

Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and Scuppers and mousing*

Cargo Hatchways. How formed? *Plate casing 27 x 7/16*

State size Main Hatch *15' 4" x 10'* Fore hatch *7' 8" x 6' 0"* Quarter hatch *4' 8" x 6' 0"*

If of extraordinary size, state how framed and secured? *Main hatch has a shifting beam and all the*

What arrangement for shifting beams? *Hatchways have wood fore & afters*

Hatches, if strong and efficient? *Yes.*

Order for Special Survey No. *1098* Date *24<sup>th</sup> April 1882*

Order for Ordinary Survey No. *59* Date *20<sup>th</sup> April 1882*

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the Barque "Shalimar" by the same builders - See Greenock Survey Report No 8393. She has been built in accordance with the Rules and the approved drawings - attached hereto. The workmanship is good.*

*(Large blue scribble)*

How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint & Crisposition*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ 5 : : : is received by me,  
 Special ... £ 49 : 19 : : 3<sup>rd</sup> May 1883  
 Certificate ... *Gratis*  
 (to be sent as per margin).

Committee's Minute *Tuesday 8<sup>th</sup> May, 1883.*

Character assigned *TRW 100 A 1*



The Surveyors are requested not to write on or below the space for Committee's Minute.