

# IRON SHIP.

No. 9223

Survey held at

Port of Glasgow

Date, First Survey

14<sup>th</sup> April 1886

Last Survey

November 1885

(36 visits)

On the iron screw steamer

"Australind"

Master J. J. J.

Built at Port of Glasgow

When built 1886 Launched 28<sup>th</sup> Sept 1886

By whom built Blackwood & Gordon

Owners C. B. B. & Co. Ltd. London

Port belonging to Fremantle

Destined Voyage Fremantle

Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck	756.17
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Dk.	175.04
Ditto of Houses on Deck	39.80
Ditto of Forecastle	47.62
Gross Tonnage	1018.63
Less Crew Space	139.07
Light Air Space	879.56
Less Engine Room	323.96
Net Tonnage as cut on Beam	553.60

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	15.87
Depth from upper part of Keel to top of Upper Deck Beams	16.37
Girth of Half Midship Frame (as per Rule)	28.59
1st Number	6083
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	223.5
2nd Number	13595
Proportions—Breadths to Length	7
Depths to Length—Upper Deck to Keel	13.6
Main Deck ditto	

NGTH deck as per Rule	223.6
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BREADTH—Moulded	31.9
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DEPTH top of Floors to Upper Deck Beams	14.8
Do. do. Main Deck Beams	8.7

Power of Engines	125
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No. of Decks with flat laid	2
No. of Tiers of Beams	2

Dimensions of Ship per Register, length, 224.8 breadth, 32.0 depth, 14.65

KEEL, depth and thickness	Inches in Ship	Inches per Rule
STEM, moulding and thickness	8 x 2 3/8	8 x 2 3/8
STERN-POST for Rudder do. do.	8 x 2 3/8	7 1/2 x 2 3/8
" " for Propeller	9 1/2 x 3 5/8	7 1/2 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	23
FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship	Inches per Rule
Do. for 1/2 at each end	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	Inches in Ship	Inches per Rule
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20	17 1/2
thickness at the ends of vessel	10	7
depth at 1/2 the half-bdth. as per Rule	10	8 1/4
height extended at the Bilges	40	35
BEAMS, Upper, Spar, or Awning Deck	Inches in Ship	Inches per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3
Single or double Angle Iron on Upper edge	42	46
Average space	7 1/2	7 1/2
BEAMS, Main, or Middle Deck	Inches in Ship	Inches per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3
Single or double Angle Iron, on Upper Edge	42	46
Average space	7 1/2	7 1/2
BEAMS, Lower Deck	Inches in Ship	Inches per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 x 3	4 x 3
Single or double Angle Iron on Upper Edge	10 1/2	10 1/2
Average space	6 1/2	6 1/2
BEAMS, Hold, or Orlop	Inches in Ship	Inches per Rule
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 3/4 x 2 3/4	2 3/4 x 2 3/4
Single or double Angle Iron on Upper Edge	42	46
Average space	14	11
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	Inches in Ship	Inches per Rule
Rider Plate	10 3/4	10 3/4
Bulb Plate to Intercoastal Keelson	5 x 3 1/2	5 x 3 1/2
Angle Irons	5 x 3 1/2	5 x 3 1/2
Double Angle Iron Side Keelson	5 x 3 1/2	5 x 3 1/2
Side Intercoastal Plate	5 x 3 1/2	5 x 3 1/2
do. Angle Irons	5 x 3 1/2	5 x 3 1/2
Attached to outside plating with angle iron	3 x 2 1/2	3 x 2 1/2
BILGE Angle Irons	Inches in Ship	Inches per Rule
do. Bulb Iron	7 1/2	7 1/2
do. Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2
BILGE STRINGER Angle Irons	Inches in Ship	Inches per Rule
Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2
SIDE STRINGER Angle Irons	Inches in Ship	Inches per Rule

Flat Keel Plates, breadth and thickness	40	10 1/2	34	10 1/2
PLATES in Garboard Strakes, br'dth & thickness	9 1/2	9 1/2	9 1/2	9 1/2
" From Garboard to upper part of Bilges	9 1/2	9 1/2	9 1/2	9 1/2
" Of d'bling at Bilge, or increased thickness, and length applied	2 1/2	2 1/2	2 1/2	2 1/2
" From up. prt of Bilge to l.r. edge of Sh'rstrake	9 1/2	9 1/2	9 1/2	9 1/2
" Main Sheerstrake, breadth and thickness	40	11 1/2	36	11 1/2
" Of d'bling at Sh'stk. & lng. applied	3 1/2	3 1/2	3 1/2	3 1/2
" From M'n. to Up. or Spar Dk. Sh'rstrake	16 1/2	16 1/2	16 1/2	16 1/2
" Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss	16 1/2	16 1/2	16 1/2	16 1/2
Butt Straps to outside plating, breadth & thickness	4 1/2	4 1/2	4 1/2	4 1/2
Lengths of Plating	2 1/2	2 1/2	2 1/2	2 1/2
Shifts of Plating, and Stringers	32	10	32	10
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	24	8	24	8
Angle Iron on ditto	5 1/2	5 1/2	5 1/2	5 1/2
Tie Plates fore and aft, outside Hatchways	10	8	10	8
Diagonal Tie Plates on Beams No. of Pairs	3	3	3	3
Flat of Up., Spar, or Awning Dk. 1/2 in. from all	3 1/2	3 1/2	3 1/2	3 1/2
How fastened to Beams	3 1/2	3 1/2	3 1/2	3 1/2
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	3 1/2	3 1/2	3 1/2	3 1/2
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Flat of Middle Deck* do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	28	8	28	8
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No. 2	3 1/2	3 1/2	3 1/2	3 1/2
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck	3	3	3	3
Ceiling betwixt Decks, thickness and material	2 1/2	2 1/2	2 1/2	2 1/2
" in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head	5 1/2	5 1/2	5 1/2	5 1/2
do. at heel	3	3	3	3
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 4 No. per Rule	4			
" Thickness of	5 1/2			
" Height up	2 1/2			
" How secured to sides of ship	between double frames			
" Size of Vertical Angle Irons	3 1/2 x 3 1/2			
" and distance apart	30 ins.			
" Are the outside Plates doubled two spaces of Frames in length?	yes			

The FRAMES extend in one length from middle line to Gunwale. Reversed Angle Irons on floors and frames extend from middle line to Gunwale and to stem H'd. 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 5 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 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 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 Upper or Spar Sheerstrake, treble riveted 1/2 length amidships. Butts of Main Sheerstrake, 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 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 5 1/2 x 4 1/2 No. of Breasthooks, 4 Crutches, 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? yes What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Sheet Plate Hardplate Manufacturer's name or trade mark, Beams, Bulbs & Angles from Blackwood & Gordon The above is a correct description Builder's Signature, J. B. Blackwood & Gordon Surveyor's Signature, J. B. Blackwood & Gordon Surveyor to Lloyd's Register of British and Foreign Shipping, J. B. Blackwood & Gordon



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 only.*

Masts, Bowsprit, Yards, &c., are *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings  
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 Material  
and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *See sketch attached*  
*Simons Martin Steel manufactured by British Iron Company Ltd.*

NUMBER & LETTER for EQUIPMENT		SAILS.		CABLES, &c.		Inches.		Test per Certificate.		Inches per Rule.		Machine where Tested and Superintendent, also Number of Certificate.		ANCHORS.		N <sup>o</sup> .		Weight.		Test per Certificate.		W'ght req'd per Rule.		Machine where Tested and Superintendent, also Number of Certificate.	
N <sup>o</sup> .																									
Fore Sails,		Chain		270		15 1/2		47 1/2 + 60 1/2		240		1 5/16		Bower		15566		23 : 3 : 0		23 : 13 : 3 : 0					
Fore Top Sails,		Iron Stream Chain		75		15 1/16		15 1/16 + 23 1/16		75		15 1/16		Anchors		15567		23 : 1 : 0		23 : 6 : 1 : 0					
Fore Topmast Stay Sails,		or Steel Wire														15565		20 : 2 : 0		21 : 3 : 3 : 0					
Main Sails,		or Hempen Strm														Total		67 : 2 : 0				60 cwt			
Main Top Sails, and		Towline, Hemp		90		10				10				Stream		15566		18 : 0 : 7		19 : 2 : 0 : 21					
		or Steel Wire												Anchor		15567		7 : 1 : 14		9 : 11 : 2 : 4		7 1/2			
		Hawser		90		8				8				Kedge		15568		3 : 2 : 14		6 : 0 : 3 : 21		3 1/2			
		Warp		90		5 1/2				5 1/2				2nd Kedge		15569		1 : 3 : 0		4 : 4 : 1 : 14		13 1/2			
		quality																							

Standing and Running Rigger *Wm. Thacker* sufficient in size and *good* in quality. She has *two* Long Boats and *two* Life Boats

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good* + *efficient*

Engine Room Skylights.—How constructed? *Iron and Teak* How secured in ordinary weather? *Patents*

What arrangements for deadlights in bad weather? *Shutters & Dead Lights*

Coal Bunker Openings.—How constructed? *Castings* How are lids secured? *by bolts* Height above deck? *Four*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 ports each side 2' x 1' 8"*

Cargo Hatchways.—How formed? *Plate and Angle Iron*

State size Main Hatch *19' 3" x 10'* Forehatch *5' x 5'* Quarterhatch *14' x 9'*

If of extraordinary size, state how framed and secured? *2 ports frames to main hatch above and below*

What arrangement for shifting beams? *Fitted between double keelsons & secured with bolts & nuts*

Hatches, If strong and efficient? *yes 3' solid*

Order for Special Survey No. <i>1310</i>		DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1886:—Apr 14. 30 : May 4 :</i>
Date <i>7th May 1886</i>			2nd. On the plating during the process of riveting	<i>June 3. 7. 9. 14. 17. 25. 28 :</i>
Order for Ordinary Survey No. <i>1</i>			3rd. When the beams were in and fastened, and before the decks were laid....	<i>July 19. 21. 23. 29. 30 : Aug. 9. 12. 17. 26. 31 :</i>
Date <i>5th</i>			4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Sept. 1. 3. 7. 9. 21. 23. 28 : Oct. 1. 5. 12. 19 :</i>
No. <i>212</i> in builder's yard.			5th. After the ship was launched and equipped	<i>Nov. 1. 5. 8. 11. 18</i>

State dates of letters respecting this case *29 April 1886 and 28 July 1886*

General Remarks (State quality of workmanship, &c.) *The workmanship is good and well finished throughout. This vessel has been built in accordance with the approved drawings attached, and in general conformity with the rules the details of which have been fully complied with. Strong beams have been fitted in the Engine and Boiler space as shown on Profile Drawing*

State if one, two, or three decked vessel, or if spar, or sailing 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 *Cement and Paint* Outside *Paint & Linseed Oil*

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

The amount of the Entry Fee *£ 3 : 0 : 0* is received by me, *J.W.*

Special *£ 47 : 4 : 0* 19/11/1886

(to be sent as per margin). Certificate ... *gratis*

(Travelling Expenses, if any, £ *Nil*).

Committee's Minute *TUESDAY NOV 23 1886*

Character assigned *100 A 1*

*J.W.*

*100 A 1 (or 100 A 1) & Shade DR*

*Shade DR*

*Shade DR*

*Shade DR*

*Shade DR*

*Shade DR*