

# IRON SHIPS.

No. 6252 Survey held at Port Glasgow Date, First Survey 22<sup>nd</sup> August 1872 Last Survey 24<sup>th</sup> October 1872

On the Screw Steam Vessel "Otway" Master J. J. Combes

Tonnage under Tonnage Deck	ONE, OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.	THREE DECKED VESSELS.
<u>328.37</u>	Half moulded breadth .... <u>12.416</u>	Half Moulded Breadth....
Ditto of Third Spar, or Awning Deck. }	Depth from upper part of Keel to top of Upper Deck Beams .... <u>13.25</u>	Total Depth if three or more Decks .....
Ditto of Poop, or Raised Or. Dk. }	Girth of Half Midship Frame (as per Rule) ... <u>21.666</u>	Total Girth of Half Midship Frame .....
Ditto of Houses on Deck ....	1st Number ..... <u>47.3</u>	3rd Number .....
Ditto of Forecastle	Length ..... <u>119</u>	Length .....
Gross Tonnage <u>445.69</u>	2nd Number .... <u>84 1/3. 6</u>	4th Number ....
Crew Space, as per Rule	Depths to Length. <u>13.5</u>	Breadths to Length ..... <u>1/2</u>
Register Tonnage, as per Rule		
Net on Beam ...		
Engine Room <u>175.34</u>		
Register Tonnage, as a Steamer, cut on Beam <u>270.3</u>		

Built at Port Glasgow

When built 1871 Launched 25 June 72

By whom built Messrs Blackwood & Gordon

Owners Garran & Co. Steam Navigation Company Limited

Port belonging to Garran & Co.

Destined Voyage Melbourne

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

Length on deck as per Rule, <u>119</u>	Feet. Inches. Moulded Breadth, <u>24.03</u>	Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule .....	Feet. Inches. <u>12</u>	Horse. Power of Engines, <u>93</u>	No. of Decks with flat laid <u>one</u>	No. of Tiers of Beams <u>one</u>
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Dimensions of Ship per Register, length, 180 breadth, 25 depth, 12.

Keel, if bar iron, depth and thickness .....	Inches in Ship. <u>7 1/2 x 1 1/2</u>	Inches required per Rule. <u>7 1/2 x 1 1/2</u>	Flat Keel Plates, breadth and thickness .....	Inches. In Ship. <u>32</u>	16ths. In Ship. <u>8</u>	Inches. required per Rule. <u>30</u>	16ths. required per Rule. <u>8</u>
Do. if centre through plate, depth and thickness .....	<u>6 1/2 x 1 1/2</u>	<u>6 1/2 x 1 1/2</u>	Plates in Garboard Strakes, breadth and thickness ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Stem, if bar iron, moulding and thickness .....	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Do. from Garboard to upper part of Bilges ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Stern-post for Rudder do. do. ....	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Do. of doubling at Bilge, or increased thick- ness, and length applied <u>2 lengths</u>	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Stern-post for Propeller .....	<u>8 1/2 x 3</u>	<u>8 1/2 x 3</u>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	<u>22 ins</u>	<u>22 ins</u>	Do. Main Sheerstrake, breadth and thickness ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Do. of d'bling at Sh'rstrake, & length applied	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. for 1/4 at each end .....	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Do. from Mn. to Upper Spar Dk. Sh'rstrake.	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Reversed Frames, size of Angle Iron .....	<u>2 1/2 x 4</u>	<u>2 1/2 x 4</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships .....	<u>13</u>	<u>13</u>	Butt Straps to outside plating, breadth & thickness	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. at the ends .....	<u>13</u>	<u>13</u>	Lengths of Plating .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. do. do. at Bilge Keelson	<u>13</u>	<u>13</u>	Shifts of Plating, and Stringers .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. height extended at the Bilges .....	<u>26</u>	<u>26</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Beams, Upper, Spar, or Awning Deck (No. )	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Angle Iron on ditto .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
single or double Angle Iron, Plate or Tee Bulb Iron .....	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Tie Plates (fore and aft), outside Hatchways ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Single or double Angle Iron on Upper edge	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Diagonal Tie Plates on Beams (No. of Pairs, )	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Average space .....	<u>44</u>	<u>44</u>	Planksheer material and scantling .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Beams, Main or Middle Deck (No. ) single,	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Waterways do. do. ....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
or double Angle Iron, Plate or Tee Bulb Iron	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Flat of Upper Deck do. do. ....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Single, or double Angle Iron, on Upper Edge	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	How fastened to Beams .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Average space .....	<u>44</u>	<u>44</u>	Stringer Plate on ends of Main or Middle Deck	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Beams, Lower Deck, Hold or Orlop (No. )	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Beams, breadth and thickness .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
single or double Ang. Iron, Plate or Tee Bulb Iron	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	(Is the Stringer Plate attached to the outside plating?)	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2 x 5</u>	<u>3 1/2 x 5</u>	Angle Irons on ditto (No. ) .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Average space .....	<u>44</u>	<u>44</u>	Tie Plates, outside Hatchways .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Keelson Centre line, single or double plate,	<u>12 1/2</u>	<u>12 1/2</u>	Diagonal Tie Plates on Beams (No. of pairs, 5)	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
box, or Intercoastal, size of Plates .....	<u>12 1/2</u>	<u>12 1/2</u>	Waterways materials and scantlings .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Bulb Plate to Intercoastal Keelson .....	<u>12 1/2</u>	<u>12 1/2</u>	Flat of Middle Deck do. do. ....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Size of Angle Irons .....	<u>12 1/2</u>	<u>12 1/2</u>	How fastened to Beams .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Side Intercoastal Keelson, size of Plates ..	<u>12 1/2</u>	<u>12 1/2</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Angle Irons on tops of Floors .....	<u>12 1/2</u>	<u>12 1/2</u>	(Is the Stringer Plate attached to the outside plating?)	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Bilge Keelson, Bulb Iron .....	<u>12 1/2</u>	<u>12 1/2</u>	Angle Irons on ditto (No. ) .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. do. Intercoastal plates riveted to plating for length .....	<u>12 1/2</u>	<u>12 1/2</u>	Stringer or Tie Plates, outside Hatchways ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. do. Angle Irons .....	<u>12 1/2</u>	<u>12 1/2</u>	Flat of Lower Deck .....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Side Stringers (No. ) size of Angle Irons	<u>12 1/2</u>	<u>12 1/2</u>	Ceiling betwixt Decks, thickness and material ..	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>
Do. Intercoastal plates riveted to plating for 3/8 length .....	<u>12 1/2</u>	<u>12 1/2</u>	Do. in hold do. do. ....	<u>32</u>	<u>8</u>	<u>30</u>	<u>8</u>

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Patent Pall Bitt Iron

The Frames extend in one length from Keel to Gunwale

The Reverse Angle Irons on the floors and frames extend across the middle line to above the turn of Bilges and to alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1/2 in.) diameter, averaging (5 1/2 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (7/8 thick), double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 1/4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no

Do. of one Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( 1/16 thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (3 1/4 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1/16 thick), double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for length amidships. Breadth of laps of plating in double Riveting (5 1/2 ins.) Breadth of laps of plating in single Riveting (3 1/2 ins.)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 4 Crutches, 13

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Messend Iron

Manufacturer's name or trade mark, Messend Iron Co.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, Blackwood & Gordon Surveyor's Signature, Edmund Branchman



**Workmanship.** Are the butts of plating planed or otherwise fitted? planed  
Do the edges of the earvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? yes  
Do the fillings between the ribs and plates fill in solid with single pieces? yes or are they in short lengths of various thicknesses? no  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? very few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the 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 of Red Pine

10682 Iron

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	<b>SAILS.</b>											
	Fore Sails,	105	1 3/8	34 tons	1 3/8	22 1/2	6074 18 3/4 34 1/2 1/2	1	16.3.15	10.3.0.0	10.0.0	12 tons
	Fore Top Sails,	105	1 3/8	34	1 3/8	22 1/2	6075 18 1/2 30 1/2 1/2	1	16.3.8	10.2.2.0	10.0.0	12
	Fore Topmast Stay Sails	90	7/8	M. H. Keade	7/8	24	6076 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Main Sails,	120	6	M. H. Keade	6	24	6077 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Main Top Sails,	120	5	M. H. Keade	5	24	6078 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	and others as usual for 1 1/2 mts						6079 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	<b>CABLES, &amp;c.</b>						6080 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Cham	90	7/8	M. H. Keade	7/8	24	6081 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Stream	90	7/8	M. H. Keade	7/8	24	6082 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Hawser	120	6	M. H. Keade	6	24	6083 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Towlines	90	6	M. H. Keade	6	24	6084 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	Warp	120	5	M. H. Keade	5	24	6085 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2
	All of good quality.						6086 18 1/2 34 1/2 1/2	1	14.2.6	16.2.2.0	8.2.0	10 1/2

Her Standing and Running Rigging Wire & hemp sufficient in size and good in quality. She has one Long Boat and 3 others

The present state of the Windlass is efficient Capstan efficient and Rudder and Pumps 4 efficient

Engine Room Skylights.—How constructed? Sp. Wood & Iron Cornices How secured in ordinary weather? Iron rods

What arrangements are there for deadlights in such for bad weather? Iron rods

Coal Bunker Openings.—How constructed? Cast Iron rim & lid How are lids secured? Self locking How high above deck? One inch

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Parts

Cargo Hatchways.—How formed? Iron Cornices State size 6 ft by 7 ft 4 ins

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 7 ft 4 ins by 6 ft

Order for Special Survey No. <u>585</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Special Surveyed while building from August 1871 to October 1872 in all 29 visits</u>
Date <u>18th August 1871</u>	Surveys held	2nd.	On the plating during the progress of riveting	
Order for Ordinary Survey No. _____	while building	3rd.	When the beams were in and fastened, and before the decks were laid	
Date _____	as per	4th.	When the ship was complete, and before the plating was finally coated or cemented	
No. <u>117</u> in builder's yard.	Section 18.	5th.	After the ship was launched and equipped	

### General Remarks,

This vessel is Schooner rigged fitted with a full Poop 52 ft long and a Dory allant Forecastle 32 ft long, and a Bridge home over the Engine Room, is intended to carry Passengers & Cargo for the Coasting-trade of Australia she is well finished, and the materials and workmanship are of the best description

State if one, two or three decked vessel, or if spar or running decked, and lengths of poop, 52 feet fore-castle, 32 feet or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Painted in flat with Outside 4 coats of Paint

I am of opinion this Vessel should be Classed GOA 1 Portland Cement painted with 3 coats of Paint above

The amount of the Entry Fee .....£ 6-:- is received by me,

Special .....£ 22: 6: -  
Certificate .... -:-:-

(Travelling Expenses)  
(if any) £ ✓

Committee's Minute 29th October 1872

Character assigned GOA 1

E. M. R. L. C. M. M.

This vessel appears to be eligible for the class recommended as GOA 1  
Lloyd's Register Foundation