

# IRON SHIP.

Rec 6/8/73 400/173

No. 3626 Survey held at Penruew Date, First Survey 30<sup>th</sup> April 72 Last Survey 5<sup>th</sup> March 1873.  
 On the S.S. "Hentworth" Yard Number 132 Master Thos Park

**TONNAGE** under Deck } 948.23  
 Ditto of Third, Spar, or Awning Deck }  
 Ditto of Poop, or Raised Or. Dk. }  
 Ditto of Houses on Deck } 7.84  
 Ditto of Forecastle }  
 Gross Tonnage 956.07  
 Less Crew Space }  
 Year fees 948  
 Less Engine Room } 305.94  
 Register Tonnage as cut on Beam } 650.13

**ONE, OR TWO DECKED, THREE DECKED VESSEL.**  
**SPAR, OR AWNING-DECKED VESSEL.**  
**HALF BREADTH** (moulded) . . . . . 13.5 Feet.  
**DEPTH** from upper part of Keel to top of Upper Deck Beams 16.25  
**GIRTH** of Half Midship Frame (as per Rule) . . . . . 26.00  
**1st NUMBER** . . . . . 55.75  
~~1st NUMBER, if THREE DECKED VESSEL~~  
~~Adjust 7 feet~~  
**LENGTH** . . . . . 211.0  
**2nd NUMBER** . . . . . 11.763  
**PROPORTIONS**—Breadths to Length . . . . . 7.8  
 Depths to Length—Upper Deck to Keel . . . . .  
 Main Deck ditto . . . . . 12.98

Built at Penruew  
 When built 1873. Launched January 73  
 By whom built Henderson, Coulborn & Co  
 Owners Australasian Steam Navigation Co  
 Port belonging to Sydney  
 Destined Voyage Sydney  
 If Surveyed while Building, Afloat, or in Dry Dock.

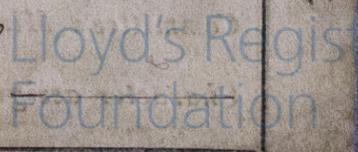
**LENGTH** on deck as per Rule 211 0 Feet. Inches. **BREADTH** Moulded 27 0 Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams 22 2 1/2 Feet. Inches. **Power of Engines** 160 Horse. **N<sup>o</sup>. of Decks with flat laid** Two **N<sup>o</sup>. of Tiers of Beams** Three

	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.	16ths required	16ths required	16ths required	16ths required
<b>KEEL</b> , depth and thickness	7 1/2	2 1/4	7 1/2	2 1/4	7 1/2	2 1/4	7 1/2	2 1/4	32	9/16	30	9/16
<b>STEM</b> , moulding and thickness	7	2 1/4	7	2 1/4	7	2 1/4	7	2 1/4	8/16	8/16	8/16	8/16
<b>STERN-POST</b> for Rudder do. do. for Propeller	7	4 1/2	7	4 1/2	7	4 1/2	7	4 1/2	8/16	8/16	8/16	8/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22		22		22		22		40	12/16	30	12/16
<b>FRAMES</b> , Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	5/16	5/16	5/16	5/16
<b>REVERSED FRAMES</b> , Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	5/16	5/16	5/16	5/16
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	15 3/4	6/16	15 1/2	6/16	15 3/4	6/16	15 1/2	6/16	11	6/16	8	6/16
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	44		44	
<b>BEAMS</b> , Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space	7	5	7	5	7	5	7	5	44		44	
<b>BEAMS</b> , Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	7	5	7	5	7	5	7	5	44		44	
<b>KEELSONS</b> 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	12 1/4	10/16	12 1/4	10/16	7	8/16	7	8/16	4 1/2	3	4 1/2	3
<b>BILGE</b> Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	4 1/2	3	4 1/2	3	7	7/16	7	7/16	4 1/2	3	4 1/2	3
<b>BILGE STRINGER</b> Angle Irons Intercostal plates riveted to plating for length	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3	4 1/2	3
<b>SIDE STRINGER</b> Angle Irons												
Transoms, material. Knight-heads. Hawse Timbers.	Iron											
Windlass	Iron patent Fall Bitt Iron											

The **FRAMES** extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Lower deck stringer and to Upper Deck 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 3/4 in. diameter, averaging 3 3/8 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 3/8 ins. from centre to centre.  
**Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.  
**Butts of Two 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 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 3/8 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 6 times Breadth of laps of plating in single riveting 3 1/2 times.  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double  
 Waterway, how secured to Beams Nut & screw bolts (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Angles riveted to frame No. of Breasthooks, 4 Crutches, 4  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? B. Boiler  
 Manufacturer's name or trade mark, Parkhead & Mansfield

The above is a correct description.  
 Builder's Signature, Henderson Coulborn & Co Surveyor's Signature, A. Mowbray

IRON 453-0289



**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed 11149 Iron  
 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? Single pieces  
 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 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 Schooner Rigged. Masts of Pitch pine.

Tested at Newcastle 7<sup>th</sup> June 1869 by Robert Burrell } Tested at Newcastle 6<sup>th</sup> March 1873 by Rob<sup>t</sup> Burrell.

NUMBER for EQUIPMENT 13,723		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
one full suit and spare	SAILS.											
	CABLES, &c.	135	17/16	37.4.0	17/16	37 3/20	Bowers	7881	18.1.20	19.8.3.0	18.0.0	19.0.2.0
	Chain	135	17/16	37.4.0	17/16	37 3/20	(Machine where Tested, date, and name of Superintendent.)	7963	18.0.24	19.4.1.14		
	Fore Sails,						Stream	7962	15.2.6	17.3.0.14	15.1.6	16 1/20
	Fore Top Sails,											
	Fore Topmast Stay Sails	90	15/16		15/16							
	Main Sails,	90	7/8		10/10							
	Main Top Sails,	90	7/5		9							
	Warp	90	4		5 1/2							
	quality	Good										

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Two Life Boats and Three others  
 The Windlass is Good Capstan Good and Rudder Good Pumps Good & Efficient.

**Engine Room Skylights.**—How constructed? Yeast over Iron casing How secured in ordinary weather? by Bars

What arrangements for deadlights in bad weather? Thick Glass & Deadlights

**Coal Bunker Openings.**—How constructed? Iron How are lids secured? by bars Height above deck? Flush

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

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

State size **Main Hatch** 11-0 x 8-0 Forehatch 8-0 x 7-0 Quarterhatch ✓

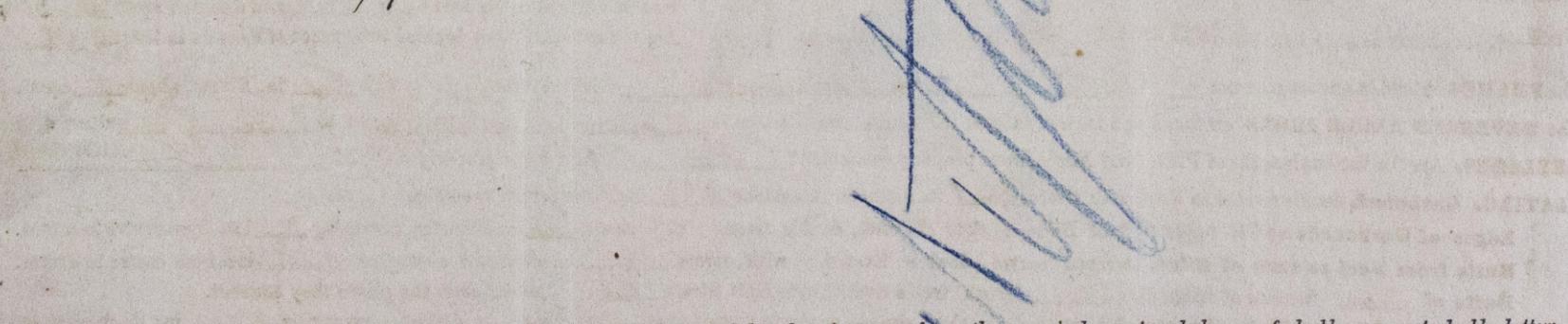
If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

**Hatches,** If strong and efficient? Yes

Order for Special Survey No. 847 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Under Special Survey from 30<sup>th</sup> April 1872.  
 Date 30<sup>th</sup> April 1872 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 to 5<sup>th</sup> March 1873.  
 No. 132 in builder's yard. Section 18. 5th. After the ship was launched and equipped

**General Remarks,**  
 Has Full Poop, Forecastle, and Awning Deck, and the requirements of Circular N<sup>o</sup> 227 are complied with. She has been built in general conformity with the Rules with a view to Class 100 A. The tracing of Midship Section is appended.



State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

I am of opinion this Vessel should be Classed \*100 A 1 Awning Deck.

The amount of the Entry Fee ... £ 5 : : is received by me,  
 Special ... £ 47 : :  
 Certificate ... Prints

(Travelling Expenses) (if any) £ 5 5/2

Committee's Minute 11<sup>th</sup> March 1873

Character assigned 100 A 1 Awning Deck

© 2019 Lloyd's Register Foundation  
 This vessel appears to be classed 100 A 1 Awning Deck