

# IRON SHIP.

No. 3626 Survey held at Penfrew 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 Mr. Park

**TONNAGE** under Deck 948.23  
Ditto of Third, Second, or Awning Deck. ✓  
Ditto of Prop. or Raised Cr. Dk. ✓  
Ditto of Houses on Deck 7.84  
Ditto of Forecastle ✓  
Gross Tonnage 956.07  
Less Crew Space ✓  
Yar 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  
**2nd NUMBER** 11.763  
**PROPORTIONS**—Breadths to Length 7.8  
Depths to Length—Upper Deck to Keel 12.98  
Main Deck ditto 12.98

Built at Penfrew  
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. **No. of Decks with flat laid** Two **No. of Tiers of Beams** Three

Dimensions of Ship per Register, length, 219.0 breadth, 27.3 depth, 22.05

	Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness	$7\frac{1}{2} \times 2\frac{1}{4}$	$7\frac{1}{2} \times 2\frac{1}{4}$
<b>STEM</b> , moulding and thickness	$7 \times 2\frac{1}{4}$	$7 \times 2\frac{1}{4}$
<b>STERN-POST</b> for Rudder do. do.	$7 \times 4\frac{1}{2}$	$7 \times 4\frac{1}{2}$
for Propeller	$22$	$22$
Distance of Frames from moulding edge to moulding edge, all fore and aft	$22$	$22$
<b>FRAMES</b> , Angle Iron, for $\frac{3}{4}$ length amidships	$3\frac{1}{2}$	$3\frac{1}{2}$
Do. for $\frac{1}{2}$ at each end	$3\frac{1}{2}$	$3\frac{1}{2}$
<b>REVERSED FRAMES</b> , Angle Iron	$2\frac{1}{2}$	$2\frac{1}{2}$
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	$15\frac{3}{4}$	$15\frac{3}{4}$
thickness at the ends of vessel	$11 \times 6\frac{1}{16}$	$11 \times 6\frac{1}{16}$
depth at $\frac{3}{4}$ the half-bdth. as per Rule	$11 \times 6\frac{1}{16}$	$11 \times 6\frac{1}{16}$
height extended at the Bilges	$11 \times 6\frac{1}{16}$	$11 \times 6\frac{1}{16}$
<b>BEAMS</b> , Upper, Spar, or Awning Deck	$4\frac{1}{2}$	$4\frac{1}{2}$
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$4\frac{1}{2}$	$4\frac{1}{2}$
Single or double Angle Iron on Upper edge	$4\frac{1}{2}$	$4\frac{1}{2}$
Average space	$44$	$44$
<b>BEAMS</b> , Main or Middle Deck	$7$	$7$
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$7$	$7$
Single or double Angle Iron, on Upper Edge	$7$	$7$
Average space	$44$	$44$
<b>BEAMS</b> , Lower Deck, Hold or Orlop	$7$	$7$
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$7$	$7$
Single or double Angle Iron on Upper Edge	$7$	$7$
Average space	$44$	$44$
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates	$12\frac{1}{4}$	$12\frac{1}{4}$
" Rider Plate	$7$	$7$
" Bulb Plate to Intercoastal Keelson	$4\frac{1}{2}$	$4\frac{1}{2}$
" Angle Irons	$4\frac{1}{2}$	$4\frac{1}{2}$
" Double Angle Iron Side Keelson	$4\frac{1}{2}$	$4\frac{1}{2}$
" Side Intercoastal Plate	$4\frac{1}{2}$	$4\frac{1}{2}$
" do. Angle Irons	$4\frac{1}{2}$	$4\frac{1}{2}$
" Attached to outside plating with angle iron	$4\frac{1}{2}$	$4\frac{1}{2}$
<b>BILGE</b> Angle Irons	$4\frac{1}{2}$	$4\frac{1}{2}$
" do. Bulb Iron	$7$	$7$
" do. Intercoastal plates riveted to plating for length	$7$	$7$
<b>BILGE STRINGER</b> Angle Irons	$4\frac{1}{2}$	$4\frac{1}{2}$
Intercoastal plates riveted to plating for length	$4\frac{1}{2}$	$4\frac{1}{2}$
<b>SIDE STRINGER</b> Angle Irons	$4\frac{1}{2}$	$4\frac{1}{2}$

**Flat Keel Plates**, breadth and thickness 32 9/16 30 9/16  
**PLATES** in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 9/16 for  $\frac{1}{2}$  length 9/16 for  $\frac{1}{2}$  length  
fm up. part of Bilge to lr. edge of Sh'rstrake  
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.  
Butt Straps to outside plating, breadth & thickness 10 and 14 1/4 5/16 to 13/16  
Lengths of Plating 11 feet and 9-2 in  
Shifts of Plating, and Stringers 5 1/2 and 4 7/8  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 2 1/2 6/16 2 1/2 6/16  
Angle Iron on ditto 3 1/2 3 6/16 3 1/2 3 6/16  
Tie Plates fore and aft, outside Hatchways 8 6/16 8 6/16  
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling 12 3 1/2 Leak. 3 1/2  
Waterways do. do. 2 1/2 Leak 2 1/2 Leak  
Flat of Upper Deck do. do. 2 1/2 Leak 2 1/2 Leak  
How fastened to Beams Nut & Screw Bolts  
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 42 9/16 42 9/16  
Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. One 4 1/2 3 7/16 4 1/2 3 7/16  
Tie Plates, outside Hatchways 10 8/16 10 8/16  
Diagonal Tie Plates on Beams, No. of pairs none none  
Waterways materials and scantlings 14 6 Pitch pine  
Flat of Middle Deck do. do. 3 1/2 pine 13 1/2  
How fastened to Beams Nut & screw bolts  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 26 7/16 26 7/16  
Is the Stringer Plate attached to the outside plating? Yes  
Angle Irons on ditto, No. 2 3 1/2 3 1/2 7/16 3 1/2 3 1/2 7/16  
Stringer or Tie Plates, outside Hatchways 2 1/2 2 1/2 5/16  
Flat of Lower Deck 2 1/2 2 1/2 5/16  
Ceiling betwixt Decks, thickness and material Sparring Sparring  
in hold do. do. 2 1/2 2 1/2 5/16  
Main piece of Rudder, diameter at head 4 3/4 4 3/4 4 3/4  
do. at heel 2 3/4 2 3/4 2 3/4  
Can the Rudder be unshipped afloat? Yes  
Bulkheads No. 4 Thickness of 5/16  
Height up 50 Deck  
How secured to sides of ship Between Double Framed.  
Size of Vertical Angle Irons 2 1/2 2 1/2 5/16 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. Iron  
Windlass Iron patent Ball Bitt Iron

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 Lower deck stringer and to Upper Dk 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 length amidships.  
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
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? Frames 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.? 13. Boiler

Manufacturer's name or trade mark, Parkhead & Masefield.

The above is a correct description.

Builder's Signature, Henderson, Coulborn & Co. Surveyor's Signature, T. Monerby.

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  
Scanlings 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.	135		17/16	37.4.0	17/16	37 3/20	7881	18.1.20	19.8.3.0	18.0.0	19.0.2.0
	Fore Sails,	135		17/16	37.4.0	17/16	37 3/20	7963	18.0.24	19.4.1.14	18.0.0	19.0.2.0
	Fore Top Sails,	90		15/16	-	15/16	-	7962	15.2.6	17.3.0.14	15.1.6	16 14/20
	Fore Topmast Stay Sails	90		15/16	-	15/16	-	Stream	1	8.0.5	8.0.0	-
	Main Sails,	90		7	-	10	-		1	4.1.0	4.0.0	-
	Main Top Sails,	90		7	-	9 1/2	-	Kedges	1	2.0.0	2.0.0	-
		90		4	-	5 1/2	-					

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  
Date 30<sup>th</sup> April 1872 Surveys held 2nd. On the plating during the progress of riveting } Survey from  
Order for Ordinary Survey No. - while building 3rd. When the beams were in and fastened, and before the decks were laid } 30<sup>th</sup> April 1872.  
Date - as per 4th. When the ship was complete, and before the plating was finally coated or cemented } to  
No. 132 in builder's yard. Section 18. 5th. After the ship was launched and equipped } 5<sup>th</sup> March 1873.

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 ... £ 5-0-0 is received by me,

Special ... £ 4-0-0  
Certificate ... Printed

(Travelling Expenses)  
(if any) £ 5-0-0

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

Character assigned 100 A 1 Awning Decked

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