

Rules May 1872

IRON SHIP.

33280

No. Survey held at London Date, First Survey 28 July Last Survey 29 Aug 1873

On the Terronath "Dot" Yard Number 40 Master Sydney Ley Wilkinson

Official Number 0848

TONNAGE under Deck 102.17
 Ditto of Third, Spar, or Awning Deck
 Ditto of Poop, or Raised Or. Dk. 27.21
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 129.38
 Less Crew Space
 Less Engine Room 41.40
 Registered Tonnage as cut on Beam 87.98

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~

HALF BREADTH (moulded) 8.5 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 10.2
 GIRTH of Half Midship Frame (as per Rule) 12.25
 1st NUMBER 30.95
 1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet
 LENGTH 109
 2nd NUMBER 3373
 PROPORTIONS—Breathths to Length 0.4
 Depths to Length—Upper Deck to Keel 10.7
 Main Deck ditto

Built at London
 When built 1872/73 Launched 5 Aug 1873
 By whom built Wardlaw Iron Works
 Owners Wm Gunley
 Port belonging to London
 Destined Voyage East Coast of Africa
 on the 5th and
 Surveyed while Building, Afloat, or in Dry Dock.

PLANS CASE

LENGTH on deck as per Rule 109 Feet. Inches. BREADTH—Moulded... 17 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 9 Feet. Inches. 4 1/2 Horse. Power of Engines 30 N^o. of Decks with flat laid One N^o. of Tiers of Beams One

Dimensions of Ship per Register, length, 110 breadth, 16.8 depth, 9.3

	Inches in Ship.	Inches per Rule.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	16ths. In Ship.
Flat Keel Plates, breadth and thickness	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling of Bilge, or increased thickness, and length applied	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
fm up. part of Bilge to lr. edge of Sh'rstrake	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Main Sheerstrake, breadth and thickness of doubling of Sh'rstrake, & length applied from Main to Upper or Spar Dk. Sh'rstrake Sp. or Spar Dk. Sh'rstrake, breadth & thickness	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butt Straps to outside plating, breadth & thickness	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Lengths of Plating	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Shifts of Plating, and Stringers	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Angle Iron on ditto	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Tie Plates fore and aft, outside Hatchways	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Diagonal Tie Plates on Beams, No. of Pairs	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Planksheer material and scantling	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Waterways do. do.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Flat of Upper Deck do. do.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
How fastened to Beams	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Is the Stringer Plate attached to the outside plating?	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Angle Irons on ditto, No.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Tie Plates, outside Hatchways	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Diagonal Tie Plates on Beams, No. of pairs	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Waterways materials and scantlings	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Flat of Middle Deck do. do.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
How fastened to Beams	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Is the Stringer Plate attached to the outside plating?	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Angle Irons on ditto, No.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Stringer or Tie Plates, outside Hatchways	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Flat of Lower Deck	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Ceiling betwixt Decks, thickness and material in hold do. do.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Main piece of Rudder, diameter at head do. at heel	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Can the Rudder be unshipped afloat?	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Bulkheads No. 5 Thickness of 1/2 in	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Height up 5 upper decks	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
How secured to sides of ship	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Size of Vertical Angle Irons 2 1/2 x 2 1/2 and distance apart 30 ins.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Are the outside Plates doubled two spaces of Frames in length?	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 5 in. Rivets, about 5 apart.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
The REVERSED ANGLE IRONS on floors and frames extend across middle line to above the upper and lower turn of Bilge alternately	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
PLATING. Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 3/8 ins. from centre to centre.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/8 ins. from centre to centre.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/8 ins. from cr. to cr.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/8 ins. from cr. to cr.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Breadth of laps of plating in double riveting 4 1/2 in. Breadth of laps of plating in single riveting 2 1/2 in.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Waterway, how secured to Beams 1/2 in. diameter secured with 1/2 in. rivets (Explain by Sketch, if necessary.)	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Beams of the various Decks, how secured to the sides? 1/2 in. rivets secured with 1/2 in. rivets No. of Breasthooks, One Crutches, One	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Names Iron Works	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
Manufacturer's name or trade mark, Names Iron Works	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16
The above is a correct description.	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16	24 x 5/16	20 x 5/16	29 x 7/16	30 x 5/16

Builder's Signature, Surveyor's Signature,

Workmanship. Are the butts of plating planed or otherwise fitted? planed 11765 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? Solid
 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? not any

Masts, Bowsprit, Yards, &c., are of Pine 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 Keel as a Topsail Schooner

having two masts, a fore yard, and a fore topsail yard.

* Lambrian Govt. Yard, 23rd Sep. 13th Aug 1873

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	120	1 1/2	10 20	46	8 20	Bowers ...	25	4.2-0	6 90	3.2-0	5 18
Fore Top Sails,	120	1 1/2	10 20	46	8 20	(Machine where Tested, date, and name of Superintendent.)	3	5.2-18	7 120	3.2-0	5 18
Fore Topmast Stay Sails						Stream ...		1.2-10		1.2-0	
Main Sails,	90	6		5 1/2	90 pm	Stocks ...		3.0-13		3.0	
Main Top Sails,	90	4 1/2		3	90 pm	Kedges ...					

Standing and Running Rigging of Pine & Hemp sufficient in size and good in quality. She has one Long Boat and a big Stucco compartment.
 The Windlass is Good Capstan Good and Rudder Good Pumps two main pumps of iron & galvan.

Engine Room Skylights.—How constructed? iron frame and plate How secured in ordinary weather? nut and screw bolts
 What arrangements for deadlights in bad weather? such plate glass protected by galvanized bars (or gratings) and top

Coal Bunker Openings.—How constructed? of plate iron How are lids secured? top. clats of iron Height above deck? flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? three scuppers, two waist ports each 15 x 20 in. hung on hinges, and one stern port on each side

Cargo Hatchways.—How formed? framings & head ledges of teak 7 x 12 and angle iron caps

State size Main Hatch 5 1/2 ft. qm x 3 ft. 6 in Forehatch 3 ft. 3 in square Quarterhatch 4 x 3 x 4 1/2

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

What arrangement for shifting beams? —

Hatches, If strong and efficient? principally cap scuttles strong & efficient

Order for Special Survey No. _____ DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought not built under
 Date _____ Surveys held 2nd. On the plating during the progress of riveting Survey, but seen at
 Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid the following date
 Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented 13th July 1873
 No. _____ in builder's yard. Section 18. 5th. After the ship was launched and equipped Aug. 2nd 5th 19th 22nd 23rd 27th

General Remarks, This small seven steam Yacht is very well built, and is fitted with a short raised Quarter Deck; is intended for special service on the east coast of Africa (amongst the Zeebeel Islands, as a tender, for which she appears to be admirably adapted.

The flat plate keel is stiffened by a second keel formed of double angle iron (back to back, 5 x 7 1/2 x 1/2) spaced to keel plate and beach other, and extending over the main body of vessel to within twelve feet of stem, and for the same distance from the Stern Post. From the aft side of Stern Post ranging twelve feet before same, double angle iron 5 x 4 x 1/2 are fitted against the sides of propeller frame and garboard strakes, and the whole are riveted together. The bottom or horizontal flanges being riveted to a sole plate.

It will be observed above that she was not built under survey for classification. The particulars detailed on this Report were not taken until a few days before she was launched, but notwithstanding, the materials used in her construction together with the general disposition of same, as also the workmanship throughout, appear to be so very satisfactory, that it is respectfully submitted for the favourable consideration of the Committee that she be classed as named below.
 State if one, two or three decked vessel, or of spar or carrying deck, and length of poop, foremast or raised quarter deck, or of double or punt double bottom.

How are the surfaces preserved from oxidation? Inside By Paint and Potash Outside Paint and Potash

I am of opinion this Vessel should be Classed 100 A Cement to upper turn patent

The amount of the Entry Fee ... £ 2 : 0 : 0 is received by me, of Rises

Special ... £ 8 : 8 : 0
 Certificate ... £ 2 : 0 : 0

(Travelling Expenses) (if any) £ —

Committee's Minute 2nd September 73

Character assigned 100 A

M.C. A & P

