

# IRON SHIP.

No. 10809 Survey held at Sunderland Date, First Survey February 11<sup>th</sup> 1873 Last Survey March 18<sup>th</sup> 1873

On the Sailing Ship "Barossa" Yard Number 232 Master H. F. Walker

TONNAGE under Deck 885.09  
 Ditto of Third, Spar, or Awning Deck 80.40  
 Ditto of Poop, Raised Quarter, &c. 17.51  
 Ditto of Houses on Deck 35.91  
 Ditto of Forecastle 1018.91  
 Gross Tonnage 51.30  
 Less Crew Space 967.61  
 Less Engine Room 967.61  
 Register Tonnage as cut on Beam 967.61

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded) 17.4  
 DEPTH from upper part of Keel to top of Upper Deck Beams 22.0  
 GIRTH of Half Midship Frame (as per Rule) 33.5  
 1st NUMBER 72.9  
 1st NUMBER, THREE-DECKED VESSEL deduct 7 feet 202.0  
 LENGTH 147.25  
 2nd NUMBER 85.2  
 PROPORTIONS—Breadths to Length Under 10  
 Depths to Length—Upper Deck to Keel Under 10  
 Main Deck ditto

Built at Sunderland  
 When built 1873 Launched May 1873  
 By whom built Wm. Pile & Co.  
 Owners J. B. Walker  
 Port belonging to London  
 Destined Voyage Adelaide  
 Surveyed while Building, Afloat, & in Dry Dock

LENGTH on deck as per Rule 202 Feet. Inches. — BREADTH Moulded 34 Feet. Inches. 9 DEPTH top of Floors to Upper Deck Beams 20 Feet. Inches. 1 Power of Engines — Horse. — No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 210.7 breadth, 35.5 depth, 20.05

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
STEM, moulding and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
STERN-POST for Rudder do. do.	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
thickness at the ends of vessel	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
depth at 3/4 the half-bdth. as per Rule	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
height extended at the Bilges	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper edge	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Average space	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames
BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single, or double Angle Iron, on Upper Edge	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Average space	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames
BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Average space	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames	alternate frames
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	14	14	14	14	14	14	14	14
Rider Plate	8	8	8	8	8	8	8	8
Bulb Plate to Intercoastal Keelson	8	8	8	8	8	8	8	8
Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Double Angle Iron Side Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Side Intercoastal Plate	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
do. Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Attached to outside plating with angle iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
do. Bulb Iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
do. Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
BILGE STRINGER Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
Intercoastal plates riveted to plating for length	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2
SIDE STRINGER Angle Irons	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2

Transoms, material. Knight-heads. Hawse Timbers. Iron plates  
 Windlass Iron patent good  
 The FRAMES extend in one length from Keel to Gunnwale  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Up<sup>r</sup> Deck and to Stringer angle  
 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 1 1/8 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 three Strakes at Bilge for half 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 centre to centre.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.  
 Edges of Main Sheerstrake, double or single riveted. Double & Single  
 Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.  
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length amidships.  
 Breadth of laps of plating in double riveting 4 1/2 in. Breadth of laps of plating in single riveting 4 1/2 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble  
 Waterway, how secured to Beams Gutter Gunnwale (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Ends turned down & riveted to side No. of Breasthooks, four Centre

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Iron plates  
 Manufacturer's name or trade mark, Plates, Hardt's Patent Mat. & Co.; Strakes, Hardt's Patent Mat. & Co.; Angles, Donald & Co.; Hoppers, Radcliffe & Co.; Bulbs, Straker's Mat. & Co.  
 The above is a correct description. John Haswell Surveyor's Signature.  
 Manager for Lady M. Pile's President

IRON 456-0331





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? Solid 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 cases in the Butts only

Masts, Bowsprit, Yards, &c., are Mixed Mast wood and Iron 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 please see sketch appended  
184 P9 2m

NUMBER for EQUIPMENT 16/97		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.							&c.				
Fore Sails,	CABLES, &c.	270	1 3/4	55 1/2	1 3/4	55 1/2	Bowers ... 3	30.1-14	28.18.0.14	30.0.0	28.12.0.0
Fore Top Sails,	Chain ...	Three links in each length of 15 fathoms tested to breaking strain 77 1/2 tons. Marked RWCPT. BGT					(State Machine where Tested, Date, and name of Superintendent.)	30.1.0	28.16.1.0	30.0.0	28.12.0.0
Fore Topmast Stay Sails	Hmpn Strm Cbl	90	1 1/2					25.2.4	25.5.3.21	25.2.0	25.4.0.0
Main Sails,	Hawser ..	80	1 1/2					Marked RWCPT. BGT 1st 12 1/2 tons tested 22 May 1873. 3rd Anchor tested 1st 12 1/2 tons tested 22 May 1873. Signed J. Hartrop			
Main Top Sails,	Towlines ...	80	8				Stream ... 1	12.1-21		12.0-0	
	Warp ...	80	7				Kedges ... 2	6.1-0		6.0-0	
	quality <u>Good</u>	80	6					6.0.14		5.0-0	
Standing and Running Rigging <u>Gal. W. Hemp</u> — sufficient in size and <u>good</u> in quality. She has <u>2</u> <u>up</u> Long Boat and <u>3</u> <u>stays</u>											
The Windlass is <u>Emerson &amp; Walker</u> <u>patented</u> <u>apstan</u> <u>2 Iron</u> <u>good</u> and Rudder <u>Good</u> Pumps <u>Two of Iron Main</u> <u>7 1/2</u> <u>in</u> <u>D</u>											
Engine Room Skylights. — How constructed? <u>How secured in ordinary weather?</u>											
What arrangements for deadlights in bad weather? <u>How are lids secured?</u> <u>Height above deck?</u>											
Coal Bunker Openings. — How constructed? <u>How are lids secured?</u> <u>Height above deck?</u>											
Scuppers, &c. — What arrangements for clearing upper deck of water, in case of shipping a sea? <u>Scuppers, also four ports in the Bulwarks hung with hinges at the upper part</u>											
Cargo Hatchways. — How formed? <u>Iron plates and angles also stiffened with rubbing bar</u>											
State size Main Hatch <u>11 1/2 feet by 15 1/2 feet</u> Forehatch <u>6 x 7 1/2 feet</u> Quarterhatch <u>6 x 7 1/2 feet</u>											
If of extraordinary size, state how framed and secured?											
What arrangement for shifting beams? <u>Each Hatch has a wood fore and aft bailing ship</u>											
Hatches, if strong and efficient? <u>Strong and efficient</u>											

Order for Special Survey No. <u>2414</u>	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	<u>Built under S.D. and surveyed 1873 Feb. 11 13 14 17 19 21 22 24 March 17</u>
Date <u>27 March 1873</u>		2nd. On the plating during the process of riveting	<u>6.7.8.11.12.15.18.21.22.23.24.27.31 April 2.4.5.9.15.17.19.22.24.25.28 May 1.6.9.12.14.16.19.21</u>
Order for Ordinary Survey No. <u>2414</u>		3rd. When the beams were in and fastened, and before the decks were laid ...	<u>26.22 June 6.13.19 July 11 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</u>
Date <u>27 March 1873</u>		4th. When the ship was complete, and before the plating was finally coated or cemented ...	<u>5.6.7</u>
<u>233</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks, (State quality of workmanship &c.) Good.

This Vessel has a Full Poop 40 feet long; a top gallant Forecastle 30 ft long, with a Deck House near the Fore end of the Vessel 30 1/2 x 12 feet.

The angles forming the side and Bilge Keelsons 1/2 in less in depth on the vertical flange than prescribed by the Rules, in each case a bulb bar 7 x 7/16 is wrought between the double angles for about Half length amidships.

The Floors at the Quarters are 4 3/4 in less moulded than prescribed by the Rules as compensation. In this deficiency, one plate is doubled at the Bilges with 9/16 in plates for 4 2 spaces of frame amidships.

~~one, two or three decked vessel, or if open or running decked, and lengths of poop, forecabin, or raised quarter deck, or of deck or part double bottom~~

Are the surfaces preserved from oxidation? Inside Cement to the Bilges & paint above Outside Composition paint on bottom paint above.

Am of opinion this Vessel should be Classed 100 A-1

Amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 40 : 0 : 0 9th March 1874

Certificate ... 1874

Joseph Neve

Lebanon Martindale

