

IRON SHIP.

Rev 30/1/75

No 24468 Survey held at Liverpool Date, First Survey 11 May 74 Last Survey 26 Jan 75

On the Ship "Old Kensington" Yard Number 58 Master Underwood

TONNAGE under Tonnage Deck <u>1720.29</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Liverpool</u>
Ditto of Third, Spar, or Awning Deck. <u>58.27</u>	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1874</u> Launched <u>28 Oct 74</u>
Ditto of Poop, or Raised Or. Dk. <u>38.12</u>	HALF BREADTH (moulded) <u>20.10</u>	By whom built <u>N. H. Potter</u>
Ditto of Houses on Deck <u>38.12</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>26.02</u>	Owners <u>Bilbrough Park 36 Rousham Street</u>
Ditto of Forecastle <u>1816.68</u>	GIRTH of Half Midship Frame (as per Rule) <u>40.9</u>	Port belonging to <u>London</u>
Gross Tonnage <u>39.92</u>	1st NUMBER <u>87.7</u>	Destined Voyage <u>Melbourne</u>
Less Crew Quarters <u>1776.76</u>	1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet <u>257</u>	If Surveyed while Building, Afloat, & in Dry Dock.
Less Engine Room	LENGTH <u>225.19</u>	
Register Tonnage as cut on Beam	2nd NUMBER <u>under 7</u>	
	PROPORTIONS —Breathths to Length <u>under 7</u>	
	Depths to Length—Upper Deck to Keel <u>under 10</u>	
	Main Deck ditto <u>-</u>	

LENGTH on deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
257		41	9	23	9			2	2
Dimensions of Ship per Register, length, <u>262</u> breadth, <u>42.1</u> depth, <u>23.8</u>									
KEEL , depth and thickness		Inches in Ship.		Inches per Rule.					
STEM , moulding and thickness		<u>9 x 3/8</u>		<u>10 x 2 3/4</u>					
STERN POST for Rudder do. do. for Propeller		<u>9 x 3/8</u>		<u>10 x 2 3/4</u>					
Distance of Frames from moulding edge to moulding edge, all fore and aft		<u>24</u>		(Class <u>24</u>)					
FRAMES , Angle Iron, for 1/2 length amidships Do. for 1/2 at each end		Inches. In Ship. 16ths. In Ship.		Inches. In Ship. 16ths. In Ship.					
REVERSED FRAMES , Angle Iron		<u>3 1/2</u>	<u>8</u>	<u>3 1/2</u>	<u>8</u>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/2 the half-bdth. as per Rule height extended at the Bilges		<u>25</u>	<u>10</u>	<u>25</u>	<u>10</u>				
BEAMS , 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		<u>10</u>	<u>9</u>	<u>10</u>	<u>9</u>				
BEAMS , 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		<u>10</u>	<u>9</u>	<u>10</u>	<u>9</u>				
BEAMS , 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		<u>10</u>	<u>9</u>	<u>10</u>	<u>9</u>				
KEELSONS 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		<u>19</u>	<u>19</u>	<u>19</u>	<u>19</u>				
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for 1/2 length		<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>				
BILGE STRINGER Angle Irons Bulb Intercostal plates riveted to plating for 1/4 length		<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>				
SIDE STRINGER Angle Irons		<u>6</u>	<u>4</u>	<u>6</u>	<u>4</u>				
Transoms, material. Knight-heads. Hawse Timbers.									
Windlass <u>Iron Patent</u> Pall Bitt <u>none</u>									

The **FRAMES** extend in one length from Keel to Gunnwale Riveted through plates with 7/8 in. Rivets, about 1 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to Hold Beams and to Gunnwale 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for Laef length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. double

Butts of Main Sheerstrake, treble riveted for - length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 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.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting -

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

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Bulb plate knees No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark Woods & plates HMICO Frames & BEST. Beams. Bakerley

The above is a correct description.

Builder's Signature, N. H. Potter Surveyor's Signature, Will. C. D. Dwyer

Workmanship. Are the butts of plating planed or otherwise fitted? Yes planed 13914 Jan
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? Very few

Masts, Bowsprit, Yards, &c., are Ironwood 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

Fore Mast. - Length extreme 87' 10" - Head 14' 0" Deck to Hounds 49' 0" } Diam 32"
Main do - " " 89' 10" - do 14' 0" } 33' 0" } - at Cap 24'
Plating 8/16" to 5/16" with 4 angle bars. Rose to fore mast 5' 3" x 8/16". Rose to main
4' 3" x 8/16" butts treble riveted at deck elsewhere double - see below for other 4/16

NUMBER for EQUIPMENT 1700		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
2	Fore Sails,	Chain ...	135	1 1/2	67 5/8 x 4.675	170 1/2	Bowers	497	36.2.8	33 1/2	36 1/2	33 1/2
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135	1 1/2		67 5/8	(State Machine where Tested, Date, and name of Super- intendent.)	498	36.2.8	33 1/2	36 1/2	33 1/2
	Fore Topmast Stay Sails	Chain ...	90	1 1/2				495	31.0.14	29 1/2	31	29 1/2
	Main Sails,	Hemp Strm Cbl	90	1 1/2	90-11							
	Main Top Sails,	Hawser ...	13		10 1/2		Stream		14.0.6		14.0.0	
	Warp	Towlines ...	10 1/2		6 1/2		Kedges		7.0.5		7.0.0	
	and	quality <u>Good</u>	9						3.2.6		3.2.0	

Standing and Running Rigging is Iron & Steel sufficient in size and Good in quality. She has 2 Life Long Boats and 2 Pinnace & 2 Lug

The Windlass is Iron Patent Capstan - and Rudder Good Pumps Main & 2 Pinnace & 2 Lug

Engine Room Skylights. - How constructed? - How secured in ordinary weather? -

What arrangements for deadlights in bad weather? -

Coal Bunker Openings. - How constructed? - How are lids secured? - Height above deck? -

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

Cargo Hatchways. - How formed? Iron plates & angle bars

State size Main Hatch 15 1/2 ft x 12 ft Fore hatch 7 ft 6" x 6 ft Quarter hatch 11 ft 6" x 6 ft

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

What arrangement for shifting beams? Strong shifting Beam in Main Hatchway

Hatches, If strong and efficient? Strong Efficient

Order for Special Survey No. <u>576</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	Special Survey	Workmanship good
Date <u>14/9/43</u>		2nd. On the plating during the process of riveting		
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...		
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...		
No. <u>50</u> in builder's yard		5th. After the ship was launched and equipped		

General Remarks, Mizen Mast. Length extreme 79' 1" - Head 12' 0" Deck to Hounds 43' 6"

Diam 24" at Cap 18" Plating 6/16 to 4/16 full with 4 angle bars 4 x 3 x 1/16. butts
straps treble riveted at deck, double elsewhere

Bowsprit and Jibboom in one, extreme length 42' 9" Diam 31 3/4" at 10"
plates 6.5/16 double in wake of knightheads: with 4 angle bars 5 x 3 x 1/16
butts treble riveted in wake of jammonies, other butts double riveted

Fore and Main Yards - Length extreme 95' 0" Diam 22" at Duds 10" Plating
6 to 3 double at slings - 3 angle bars 3 x 3 x 1/16

Fore and Main lower Topsail Yards - Length extreme 80' 0" diam 18 1/2"
Plating 5 to 3 double at slings. 3 angle bars 3 x 3 x 1/16

Fore and Main upper Topsail Yards. Length extreme 70' 0" diam 16" Plating
5 to 3 double at slings - 3 angle bars 3 x 2 x 1/16

Cross Jack Yard - Length extreme 68' 0" Diam 15 1/2" Plating 5 to 3 double at
slings - 3 angle bars 2 1/2 x 2 x 1/16

Mizen lower Topsail Yard - Length extreme 58' 0" Diam 14" Plating 4 to 2 double at
slings. 3 angle bars 2 x 2 x 1/16. Butts in Yard lapped, treble riveted for quarter length
remainder of butts double riveted

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

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

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee ... £ 5 - - - is received by me,

Special ... £ 69 : 8 : 6 28/11 1875

Certificate ... Gratis

(Travelling Expenses)
(if any) £

Committee's Minute Liverpool 29th January 1875

Character assigned 100 A1 - Built under Special Survey

A & C. P. Cam 75

Learto Liverpool 4/2/75

20th 25th 1875

2/2/75