

# IRON SHIP.

16162

Dec 24/17

Survey held at

Gundey

Date, First Survey

11-11-75

Last Survey

22 April

1876

Master

W Lawrence

Built at

Dundee

When built

1876

Launched

28-3-76

By whom built

Coulson Brothers & Co

Owners

A Lawrence

Port belonging to

London

Destined Voyage

Adelaide

If Surveyed while Building, Afloat, or in Dry Dock.

894.21  
69.85  
13 24  
31 81  
1009 14  
57.65  
Engine Room  
951 49

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
HALF BREADTH (moulded)... 16 7/8  
DEPTH from upper part of Keel to top of Upper Deck Beams 21 5/4  
GIRTH of Half Midship Frame (as per Rule) 33 0  
1st NUMBER 71 29  
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]  
LENGTH 108 7/9  
2nd NUMBER 141 7/1  
PROPORTIONS—Breadths to Length 5.9  
Depths to Length—Upper Deck to Keel 9.2  
Main Deck ditto

BREADTH—Moulded... 33 6  
DEPTH top of Floors to Upper Deck Beams 19 6  
Do. do. Main Deck Beams 19 6  
Power of Engines ...  
Horse. ...  
No. of Decks with flat laid 2  
No. of Tiers of Beams 2

of Ship per Register, length, 203.8 breadth, 33.8 depth, 19.95

Inches in Ship. Inches per Rule.  
Depth and thickness ... 8 23/8  
Moulding and thickness... 8 23/8  
POST for Rudder do. do. 8 23/8  
for Propeller 8 23/8  
Distance of Frames from moulding edge to moulding edge, all fore and aft 23"  
(Class 100 A)  
FRAMES, Angle Iron, for 1/2 length amidships 4 3 8 16 4 3 8 16  
Do. for 1/4 at each end 3 3 7 16 3 3 7 16  
EVERSED FRAMES, Angle Iron 3 3 7 16 3 3 7 16  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 22 8 16 22 8 16  
thickness at the ends of vessel 11 8 16 11 8 16  
depth at 3/4 the half-bdth. as per Rule 11 8 16 11 8 16  
height extended at the Bilges 3.8 3.8  
AMS, Upper, Spar, or Awning Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper edge Average space  
AMS, Main, or Middle Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle, or double Angle Iron, on Upper Edge Average space 3.10  
AMS, Lower Deck, Hold, or Orlop Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Angle or double Angle Iron on Upper Edge Average space 3.10  
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate Angle Irons Attached to outside plating with angle iron  
ANGLE IRONS do. Bulb Iron do. Intercoastal plates riveted to plating for length  
E STRINGER Angle Irons Intercoastal plates riveted to plating for length  
STRINGER Angle Irons

Flat Keel Plates, breadth and thickness  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied  
from 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 Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, breadth & thickness  
Butt Straps to outside plating, breadth & thickness Lengths of Plating Shifts of Plating, and Stringers Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness Angle Iron on ditto Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs Planksheer material and scantling Waterways do do Flat of Upper Deck do How fastened to Beams Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness Is the Stringer Plate attached to the outside plating? Angle Irons on ditto, No. 2 Tie Plates, outside Hatchways Diagonal Tie Plates on Beams, No. of pairs Waterways materials and scantlings Flat of Middle Deck do How fastened to Beams Stringer Plates on ends of Lower Deck, Hold or Orlop Beams Is the Stringer Plate attached to the outside plating? Angle Irons on ditto, No. 2 Stringer or Tie Plates, outside Hatchways Flat of Lower Deck Ceiling betwixt Decks, thickness and material in hold do Main piece of Rudder, diameter at head do at heel Can the Rudder be unshipped afloat? Bulkheads No. One Thickness of Height up How secured to sides of ship Size of Vertical Angle Irons and distance apart Are the outside Plates doubled two spaces of Frames in length?

Butt Straps of upper deck Spar & Stringer Plates and 3 Stringers by Bilge 116 backing these plates and bulkhead rivets for 1/2 length

Frames, material. Knight-heads. Hawse Timbers. Angle & plate Iron  
Harpfuls patent Pall Bitt  
FRAMES extend in one length from mid line to Main & Forecastle Stern Plates Riveted through plates with 12.16 in. Rivets, about 6" apart.  
REVERSED ANGLE IRONS on floors and frames extend middle line to 6" above lower D. Stringer and to Main D. Stringer alternately  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? well connected And butts properly shifted? well shifted  
PLATING. Garboard, double riveted to Keel, with rivets 1 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 12.16 in. diameter, averaging 3 1/4 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 12.16 in. diameter, averaging 3 1/4 ins. from centre to centre.  
Butts of Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 12.16 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 12.16 in. diameter, averaging 3 1/4 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 12.16 in. diameter, averaging 3 1/4 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
Breadth of laps of plating in double riveting 6 diam Breadth of laps of plating in single riveting 3 1/2 diam  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double  
Waterway, how secured to Beams Gutta (Explain by Sketch, if necessary)  
Beams of the various Decks, how secured to the sides? welded bracket ends riveted to sides No. of Breasthooks, 6 Crutches, 4  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle & Bulb  
Manufacturer's name or trade mark, Angle & Bulb, Moss and Son Co. Floor and Shell Plate, Consett & Co.  
The above is a correct description.  
Builder's Signature, Coulson Brothers & Co. Surveyor's Signature, Alexander  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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 close*  
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? *Conform well*  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *well countersunk & punched from faying surfaces*  
Do any rivets break into or through the seams or butts of the plating? *in a few cases at butts*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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

16162 Iron

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
15115		1024					Bowers	2580	27.3.22	27.2.20	27.3.0	26.18.00
No.	SAILS.	CABLES, &c.					Meas	2581	27.3.22	27.2.20	27.3.0	26.18.00
2	Fore Sails,	Chain	270	1 1/2	51.5.00	270 x 1 1/2	State Machine	2582	27.3.22	27.2.20	27.3.0	26.18.00
4	Fore Top Sails,	Chain	270	1 1/2	51.5.00	270 x 1 1/2	Public	2583	27.3.22	27.2.20	27.3.0	26.18.00
2	Fore Topmast Stay Sails	Chain	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2584	27.3.22	27.2.20	27.3.0	26.18.00
2	Main Sails,	Hmpn Strm Cbl	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2585	27.3.22	27.2.20	27.3.0	26.18.00
4	Main Top Sails,	Hawser ...	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2586	27.3.22	27.2.20	27.3.0	26.18.00
and	other in all	Towlines ...	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2587	27.3.22	27.2.20	27.3.0	26.18.00
4	other in all	Warp ...	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2588	27.3.22	27.2.20	27.3.0	26.18.00
4	other in all	quality	90	1 1/2	51.5.00	90 x 1 1/2	State Machine	2589	27.3.22	27.2.20	27.3.0	26.18.00

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *2584* Long Boat and *3* other all *2584*

The Windlass is *Harfield's patent* 4 Capstan *15 1/2 x 14 1/2* and Rudder *Good* Pumps *Low & Duff's double acting*

Engine Room Skylights. How constructed?

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?

Cargo Hatchways. How formed? *4 at Fore & 3 at Aft* Bulk plate *hollow with plate Iron* Combings

State size Main Hatch *15' 0" x 10' 4" m'* Fore hatch *7' 7 1/2" x 6' 9" m'* Quarter hatch *7' 7 1/2" x 5' 9" m'*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *one in Main Hatch*

Hatches, If strong and efficient? *Strong & efficient*

Order for Special Survey No. <i>327</i>	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	11 24 29 (11 m 75)	3 6 13 15 20 21 23 24 29 (1
Date <i>Jan 18 1876</i>		2nd. On the plating during the process of riveting	7 10 11 17 18 22 25 27 (1 m 76)	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	3 8 10 16 19 23 28 29 (2 m 76)	
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	10 16 17 25 29 (3 m)	
No. <i>73</i> in builder's yard.		5th. After the ship was launched and equipped	5 17 18 19 22 (4 m 76)	

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

This vessel is formed with round stern full Poop and Forecastle Length of Poop 40 feet before Post and Forecastle 30 1/2 feet in length 15/10/75 Mid Section tracing Sub *Supply 16/10/75* provided that the depth of the Floors at the 3/4 x 1/2 Breadth be made as per rule as shown in Mid Section and the sizes & arrangements shown in said sketch & the rules in full other respects be carried out to satisfaction & well be eligible to class 100A

Section subsequently handed to Builders to record certain alterations made therein viz the rise of Floor increased and Bulwarks extended the alteration not affecting the scantling dimensions

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement in lumps of Close Coarse* Outside *3 coats of oil paint*

I am of opinion this Vessel should be Classed *100 A*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *J. M. Alexander*  
Special *4* ... £ 47 : 11 : - 187  
Certificate ... : : :

(Travelling Expenses, if any, £ )

Committee's Minute *25th April 1876*

Character assigned *100 A*

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