

IRON SHIP.

Page 2/10/76

No. 4311 Survey held at Glasgow Date, First Survey 4 February Last Survey 29 September 1876

On the S.S. "South Australian" Master G. Boothby

TONNAGE under Tonnage Deck 528.37
 Ditto of Bulk, Spars or Mastway Decks
 Ditto of Poop, or Raised Pt. De. 99.10
 Ditto of Houses on Deck 16.48
 Ditto of Forecastle 31.61
 Gross Tonnage 655.56
 Less Crew Space 44.59
 Less Engine Room 610.97
 Less Engine Room 258.32
 Register Tonnage as cut on Beam 352.65

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR MASTWAY-DECKED VESSEL.
 HALF BREADTH (moulded) 13.08 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 14.70
 GIRTH of Half Midship Frame (as per Rule) 23.79
 1st NUMBER 51.57
 2nd NUMBER 11.551
 LENGTH 224.0
 PROPORTIONS—Breadths to Length 8.5
 Depths to Length—Upper Deck to Keel 15.2
 Main Deck to Keel

Built at British Glasgow
 When built 1876 Launched August
 By whom built J.M. Henderson & Co.
 Owners Adelaide Steam Navigation Co.
 Port belonging to Adelaide
 Destined Voyage Adelaide
 Surveyed while Building, Afloat, or in Dry Dock.

Official Number

LENGTH on deck as per Rule 224.0 Feet. Inches. BREADTH Moulded 26.2 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 13.6 Feet. Inches. Power of Engines 20 H.P. Horse. No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 226.1 breadth, 26.4 depth, 13.5

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7+2 3/8	7+2 3/8	STEM, moulding and thickness	7+2 3/8	7+2 3/8
STERN-POST for Rudder do. do.	7+4 1/2	7+4 1/2	Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22
FRAMES, Angle Iron, for 1/2 length amidships	3	3	REVERSED FRAMES, Angle Iron	2 1/2	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14 1/2	6	BEAMS, Upper, Spar, or Mastway Deck	6	6
BEAMS, Upper, Spar, or Mastway Deck	6	6	KEELSONS Centre line, single or double plate	14	9
BILGE Angle Irons	4 1/2	3	PLATING. Garboard, double riveted to Keel, with rivets	1	in. diameter, averaging 5 ins. from centre to centre.

Flat Keel Plates, breadth and thickness
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied
 Gunwale Plate on ends of Upper Deck Beams, breadth and thickness
 Angle Iron on ditto
 Tie Plates fore and aft, outside Hatchways
 Diagonal Tie Plates on Keels No. of Beams
 Waterways do. do.
 Flat of Upper Deck do. do.
 How fastened to Beams
 Stringer Plate on ends of Main or Middle Deck
 In the Stringer Plate attached to the outside plating?
 Keel Irons on ditto, No.
 The Plates, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs
 Widths of materials and spacings
 Plates of Middle Deck do. do.
 Floor Plates on Beams
 Stringer Plates on ends of Lower Deck, Field or other Beams
 In the Stringer Plate attached to the outside plating?
 Keel Irons on ditto, No.
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck
 Ceiling betwixt Decks, thickness and material
 Main piece of Rudder, diameter at head
 do. at heel
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 5 Thickness of
 Height up Main Deck
 How secured to sides of ship Double frames
 Size of Vertical Angle Irons 2 1/2 x 3/4 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes

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 Main Deck Stringer and to Side Stringer 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 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 3/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.
 Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/4 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 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.
 Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Trans welded to Beams No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, Anglo Dalziel Plate Co. Ltd.

The above is a correct description.
 Builder's Signature, David M. Henderson
 Surveyor's Signature, J. Lawrence
 Surveyor to Lloyd's Register of British and Foreign Shipping.

9220-897 NOV 21

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? *Yes*

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 in corners of butts*

17046 *En*

Masts, Bowsprit, Yards, &c., are *Now* 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

Two Pole Masts Pitch Pine Topmasts Oregon Pine Lower Masts

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.					
								N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.		
		Chain	210 1/2	1 5/16	46 1/2 Tons	210-1 1/2	46 1/2 Tons	Bowers	3	15.1.5	16.15.0.0	15.1.0	16.14.0.0
<i>One</i>	Fore Sails,												
	Fore Top Sails,												
<i>Lieut</i>	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	7/8		90 7/8							
	Main Sails,	Hawser ...	90	3" steel wire		90 5							
	Main Top Sails,	Towlines ...	90	5		90 5							
	and Spare	Warp ...	120	4 1/2		90 5							
		quality	120	4		90 5							
								Stream ...	1	6.1.16		6.2.0	
								Kedges ...	2	3.1.1		3.1.0	
										2.3.8		1.3.0	

Standing and Running Rigging *Iron & hemp* sufficient in size and *good* in quality. She has *1 1/2* Boats and *3* Masts

The Windlass is *Reaper Patent* Capstan *12" Steam* and Rudder *Good* Pumps *6" Hand pump and Steam*

Engine Room Skylights.—How constructed? *Teak on Iron Cornings* How secured in ordinary weather? *Committed to each compartment*

What arrangements for deadlights in bad weather? *Tarpauline over gratings*

Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Self locking* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *One port, 13 Pipes, and 4 Scuppers*
Two each side

Cargo Hatchways.—How formed? *Iron Cornings*

State size Main Hatch Forehatch *10.0 x 8.0* Quarterhatch *8.6 x 7.6*

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.	Date	1st.	2nd.	3rd.	4th.	5th.
<i>114</i>	<i>27 Jan 1876</i>	On the several parts of the frame, when in place, and before the plating was wrought	<i>Feb 4 11.16.28 March 1 7.17.23.28 April</i>	On the plating during the process of riveting	<i>4. 11.14.21.28 May 8.12.16.19.24.31</i>	When the beams were in and fastened, and before the decks were laid...
<i>115</i>	<i>27 Jan 1876</i>	When the beams were in and fastened, and before the decks were laid...	<i>June 5 15.22.28 July 5 21.24.31 August</i>	When the ship was complete, and before the plating was finally coated or cemented...	<i>1.15.22.23.29 September 5.8.11.20.27</i>	After the ship was launched and equipped
			<i>7.29-1876</i>			

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

The workmanship is very good. She is built in accordance with the approved midship section attached and Surveyor's Letter of 15th January 1876. She is in my opinion eligible to Class as recommended.

Poop 71^{ft} Forecastle 37^{ft} Bridge Deck 66^{ft}
with and
State if one, two, or three, decked over, or if open, or wearing decked; and the height of poop, forecastle, or raised quarter deck, and the height of bulwarks, or part deck bulwarks.

How are the surfaces preserved from oxidation? Inside *Cement + Paint* Outside *Paint*

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

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

Special ... £ 30 : 11 : : Sept 1876

Certificate ... *Grants*

(Travelling Expenses, if any, £ ...)

Committee's Minute *3 October 1876*

Character assigned *100A*

Mc L W Baker *J W* *Loep Red*

Lawrence
This vessel appears to be eligible to the class 100A as recommended
2/10/76