

IRON SHIP.

No. 25718 Survey held at Liverpool Date, First Survey 8th Jan 1877 Last Survey 22nd August 1877
On the Ship "Drum Park" Yard Number 73 Master Joste
NAME under 1386.37 ONE OR TWO DECKED, THREE DECKED VESSEL.
Deck 1 SPAR OR AWMING-DECKED VESSEL.
No Third Spar
Ditto of Poop, on 98.04 HALF BREADTH (moulded)... 18.75
Ditto of Houses 12.64 DEPTH from upper part of Keel to top of Upper Deck Beams 26.33
on Deck... 53.70 GIRTH of Half Midship Frame (as per Rule)... 39.12
Ditto of Forecastle 53.70 1st NUMBER 83.2
Gross Tonnage 1550.89 2nd NUMBER 1984.8
Less Crew Space 80.72 LENGTH 239.0
Less Engine Room PROPORTIONS—Breadths to length Between 57.6
Register Tonnage 1470.14 Depths to Length—Upper Deck to Keel .. do. 99.10
as cut on Beam Main Deck to Keel .. do. 99.10
Built at Liverpool
When built 1877 Launched 14th July 1877
By whom built Potter & Son
Owners Gillison & Chadwick
Port belonging to Liverpool
Destined Voyage Melbourne
If Surveyed while Building, Afloat, or in Dry Dock.
While building and fitting out in sea

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as	239	"	Moulded...	37	6	top of Floors to Upper	22	11	Engines ...	—	Two	Two
per Rule	239	"	Do. do. Main Deck Beams	37	6	Do. do. Main Deck Beams	22	11				
Dimensions of Ship per Register, length, 243.6 breadth, 37.9 depth, 22.65												
KEEL, depth and thickness	9	2 1/2	Inches in Ship.	9	2 1/2	Inches per Rule.	9	2 1/2				
STEM, moulding and thickness	9	2 1/2	Inches in Ship.	9	2 1/2	Inches per Rule.	9	2 1/2				
STERN-POST for Rudder do. do.	9	2 1/2	Inches in Ship.	9	2 1/2	Inches per Rule.	9	2 1/2				
for Propeller	24		Inches in Ship.	24		Inches per Rule.	24					
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		Inches in Ship.	24		Inches per Rule.	24					
FRAMES, Angle Iron, for 2/3 length amidships	5	3 1/2	Inches in Ship.	5	3 1/2	Inches per Rule.	5	3 1/2				
Do. for 1/2 at each end	5	3 1/2	Inches in Ship.	5	3 1/2	Inches per Rule.	5	3 1/2				
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	Inches in Ship.	3 1/2	3 1/2	Inches per Rule.	3 1/2	3 1/2				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	28 1/2		Inches in Ship.	28 1/2		Inches per Rule.	28 1/2					
thickness at the ends of vessel	15 1/2		Inches in Ship.	15 1/2		Inches per Rule.	15 1/2					
depth at 3/4 the half-bdth. as per Rule	54		Inches in Ship.	54		Inches per Rule.	54					
height extended at the Bilges	9		Inches in Ship.	9		Inches per Rule.	9					
BEAMS, Upper, Spar or Awaiting Deck	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron, Plate or Tee Bulb Iron	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron on Upper edge	48		Inches in Ship.	48		Inches per Rule.	48					
Average space	48		Inches in Ship.	48		Inches per Rule.	48					
BEAMS, Main or Middle Deck	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron, Plate or Tee Bulb Iron	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron on Upper edge	48		Inches in Ship.	48		Inches per Rule.	48					
Average space	48		Inches in Ship.	48		Inches per Rule.	48					
BEAMS, Lower Deck, Hold or Orlop	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron, Plate or Tee Bulb Iron	9		Inches in Ship.	9		Inches per Rule.	9					
Single or double Angle Iron on Upper edge	48		Inches in Ship.	48		Inches per Rule.	48					
Average space	48		Inches in Ship.	48		Inches per Rule.	48					
KEELSONS Centre line, single or double plate, 1/2 in. Intercoastal Plates	18		Inches in Ship.	18		Inches per Rule.	18					
Rider Plate	11 1/2		Inches in Ship.	11 1/2		Inches per Rule.	11 1/2					
Bulb Plate to Intercoastal Keelson	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
Angle Irons	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
Double Angle Iron Side Keelson	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
Side Intercoastal Plate	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
do Angle Irons	3 1/2		Inches in Ship.	3 1/2		Inches per Rule.	3 1/2					
Attached to outside plating with angle iron	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
BILGE Angle Irons	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
do Bulb Iron	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
do Intercoastal plates riveted to plating for length	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
BILGE STRINGER Angle Irons	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
Intercoastal plates riveted to plating for length	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					
SIDE STRINGER Angle Irons	5 1/2		Inches in Ship.	5 1/2		Inches per Rule.	5 1/2					

Transoms, material. Knight-heads. Hawse Timbers. Plates and angle iron
Windlass Iron patent Pall Bitt Iron connected

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Gunwale on every frame and to 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 1/4 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 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

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

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length

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

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

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

Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, 3 Crutches, 4

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

Manufacturer's name or trade mark, Hopkins & Co. Skene & Consett.

The above is a correct description.

Builder's Signature, J.M. Potter & Son Surveyor's Signature, J.G. Nisbitt

