

# IRON SHIP.

258 *Re 25/7/80*

No. *4458* Survey held at *Port Glasgow* Date, First Survey *6<sup>th</sup> Sept 1879* Last Survey *20<sup>th</sup> Feb 1880*

On the *Screw Steamer "Yaramung"* Master *Sanderson*

Tonnage under Tonnage Deck	1014.58
Ditto of Third, Spar, or Awning Deck	16.38
Ditto of Poop, Revised Cr. Dk.	84.60
Ditto of Houses on Deck	130.55
Ditto of Forecastle	35.00
Gross Tonnage	1281.19
Less Crew Space	54.50
Less Engine Room	1223.69
Less Engine Room	409.98
Register Tonnage as cut on Beam	813.41

ONE, OR TWO DECKED, THREE DECKED VESSEL.	
<del>SPAR, OR AWNING DECKED VESSEL.</del>	
HALF BREADTH (moulded)	16.4
DEPTH from upper part of Keel to top of Upper Deck Beams	10.5
GIRTH of Half Midship Frame (as per Rule)	31.4
1st NUMBER	66.9
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	
LENGTH	244.5
2nd NUMBER	16.25.6
PROPORTIONS—Breathths to Length	7.3
Depths to Length—Upper Deck to Keel	
Main Deck ditto	

Built at *Port Glasgow*  
 When built *1879:80* Launched *13<sup>th</sup> January 1880*  
 By whom built *Russell & Co*  
 Owners *Carson & McArthur*  
 Port belonging to *Melbourne*  
 Destined Voyage *Melbourne*  
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	244	BREADTH—Moulded	33.4	DEPTH top of Floors to Upper Deck Beams	16.83	Power of Engines	130	N <sup>o</sup> . of Decks with flat laid	Two
Dimensions of Ship per Register, length, 246.5 breadth, 33.6 depth, 16.55									

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	16ths In Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
KEEL, depth and thickness	8 1/2	2 1/2	16	8 1/2	2 1/2	16
STEM, moulding and thickness	8	2 1/2	16	8	2 1/2	16
STERN-POST for Rudder do. do.	8	5	16	8	5	16
for Propeller	8	5	16	8	5	16
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			23		
FRAMES, Angle Iron, for 3/4 length amidships	4	3	16	4	3	16
Do. for 1/2 at each end	4	3	16	4	3	16
REVERSED FRAMES, Angle Iron	3	3	6	3	3	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	8	13	16	8	13	16
thickness at the ends of vessel	10			10		
depth at 3/4 the half-bdth. as per Rule	10			10		
height extended at the Bilges	42			40		
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						
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8		8	8		8
Single, or double Angle Iron, on Upper Edge	3	3	6	3	3	6
Average space	46			46		
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9		9	9		9
Single or double Angle Iron on Upper Edge	4	3 1/2	8	4	3 1/2	8
Average space	10			10		
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	16		12	16		12
" Rider Plate	10 3/4		12	10 3/4		12
" Bulb Plate to Intercostal Keelson	5	3 1/2	9	5	3 1/2	9
" Angle Irons	5	3 1/2	9	5	3 1/2	9
" Double Angle Iron Side Keelson						
" Side Intercostal Plate						
" do. Angle Irons	5	3 1/2	9	5	3 1/2	9
" Attached to outside plating with angle iron	3	3	6	3	3	6
BILGE Angle Irons	5	3 1/2	9	5	3 1/2	9
" do. Bulb Iron	8		8	8		8
" do. Intercostal plates riveted to plating for length						
BILGE STRINGER Angle Irons	5	3 1/2	9	5	3 1/2	9
Intercostal plates riveted to plating for length						
SIDE STRINGER Angle Irons						
Transoms, material. Knight-heads. Hawse Timbers.	<i>Sum</i>					
Windlass <i>Sum Patent</i> Pall Bitt						

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	34	11	34	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied		9x10		9x10
fm up. part of Bilge to lr. edge of Sh'rstrake		9x10		9x10
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	36	12	36	12
Up. or Spar Dk Sh'rstrake, brdth & thickness	28	10	20	10
Butt Straps to outside plating, breadth & thickness	9 1/2	11 1/2	9 1/2	11 1/2
Lengths of Plating	6	16	5	16
Shifts of Plating, and Stringers	2		2	
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. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	48	8	35	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. <i>one</i>	5	3x9	5	3x9
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs	<i>Sum Deck</i>			
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams	<i>Riveted</i>			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	31	9	31	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. <i>2</i>	14	4x8	4	4x8
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold	<i>3 3/4</i>		<i>2 1/2</i>	
do. do.				
Main piece of Rudder, diameter at head do. at heel	<i>5 3/4</i>		<i>5 3/4</i>	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. <i>4</i> Thickness of <i>9/16</i>				
Height up <i>Main Deck</i>				
How secured to sides of ship	<i>Double plates</i>			
Size of Vertical Angle Irons <i>3x3x 7/16</i> and distance apart <i>30</i> 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 *3/4x 7/8* in. Rivets, about *1/2* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *above Hold Beam Stringer* and to *Gunwale* 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 *1/2* 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 *1/2* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8x 3/4* in. diameter averaging *3 1/2* 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 *5 1/4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8x 3/4* in. diameter, averaging *3 1/2* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.

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

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *1/2*

Stringer and Tie Plates, treble or single Riveted? *Yes*

turned down No. of Breasthooks, *4* Crutches, *4*



IRON 490 - 0434

**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? *very few* 25008 *Jim*

Masts, Bowsprit, Yards, &c., are *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 *Two Pole Masts*

N <sup>o</sup> .	SAILS.	CABLES, &c.	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.	W'ght req'd per Rule.	Test req'd per Rule.
								State Machine where Tested, Date, & name of Superintendent.	State Machine where Tested, Date, & name of Superintendent.					
		135 1/2	135 1/2	1 9/16	43 20/100	270 fms	7 9/16	Bowers	8865	23.2.22	23.13.3.0	23.2.0	23 1/2	
		Chain	135 1/2	1 9/16	43 20/100	270 fms	7 9/16		8867	23.0.0	23.2.2.0	19.3.25	20 1/2	
	Fore Sails,	Netherton Proving House	29	30	18 27	45-1			8066	21.0.6	21.14.1.14	8.0.0	10 2/20	
	Fore Top Sails,	O. G. Lewis							8072	0.2.0	10.12.2.0	4.0.0	6 2/20	
	Fore Topmast Stay Sails	Hampm Strm Cbl	45	1	18 27	45-1			8371	4.0.25	6.12.2.0	2.0.0	4 1/2	
	Main Sails,	Hawser ...	90	9 1/2		90-9 1/2		Stream	8371	4.0.25	6.12.2.0	4.0.0	6 2/20	
	Main Top Sails,	Towlines ...	90	10 1/2		90-10 1/2		Kedges	8373	2.0.0	4.10.1.0	2.0.0	4 1/2	
	and	Warp ...	90	6		90-6								

Standing and Running Rigging *Wm's Kempen* sufficient in size and *good* quality. She has *2 dip* Long Boat and 3 others  
 The Windlass is *Napier's Patent* Capstan *Steam* and Rudder *Efficient* Pumps *in each compartment*  
 Engine Room Skylights.—How constructed? *See Cunnings* How secured in ordinary weather? *In a drafts*  
 What arrangements for deadlights in bad weather? *Leath shutters with Bulls eyes*  
 Coal Bunker Openings.—How constructed? *Cast Iron with lids* 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? *Ports & Scuppers*

Cargo Hatchways.—How formed? *See Cunnings*  
 State size Main Hatch *19' 2" x 12' 0"* Forehatch *11' 6" x 12' 0"* Quarterhatch *19' 2" x 12' 0"*  
 If of extraordinary size, state how framed and secured? *See Deck*  
 What arrangement for shifting beams? *One deep web plate in Main Quarter Hatches*  
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	1st.	2nd.	3rd.	4th.	5th.
123	13 <sup>th</sup> August 1879			21		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						<i>Built under S.S. and surveyed 1879</i> <i>Sept 6, 13, 23, Oct 2, 10, 17, 20, 24, 28, 31.</i> <i>November 6, 10, 21, 27, Dec 9, 17, 23, 24, 29</i> <i>1880 Jan 9, Feb 7, 12, 14, 20</i>				

**General Remarks** (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midships section and longitudinal plan herewith appended which were submitted and approved by the Committee in letter dated 6<sup>th</sup> Sept 1879; the Middle line girder in double bottom being 1/16 thick the centre vertical plate to intercostal keelson being 9 x 1/16 with a side plate 11 x 1/16 and the intercostal Middle line keelson is continued two frame spaces before & aft the Machinery space. The side intercostal keelsons extend three frame spaces into the double bottom as sanctioned by the Committee in letter dated 29<sup>th</sup> Oct 1879 and the scantlings and arrangements of hatchways as shown in a accompanying sketch and approved by the Committee in letter dated 13<sup>th</sup> Dec 1879 have been satisfactorily complied with. The double bottom foreward & aft have been tested as required by the Rules and the Workmanship and Materials are of good quality. The pumping arrangements as approved by the Committee in letter of 17<sup>th</sup> Feb 1880 have been satisfactorily carried out.*

State if one, two, or three, decked vessel, or if spar, or awning decked, and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom. *38ft 26ft* *forward 67' 0"*  
*aft 34' 6"*  
 How are the surfaces preserved from oxidation? Inside *Talland Cement to above bilge & Red lead above* Outside *Red lead & Paint*

I am of opinion this Vessel should be Classed *100 A1*  
 The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *H. Wood*  
 Special ... £ 55 : 11 : 6 *1880*  
 Certificate ... £ 0 : 0 : 0  
 (Travelling Expenses, if any, £ ... ) £ 60 : 11 : 6

Committee's Minute  
 Character assigned

