

## IRON SHIP.

258 Re 25/2/81

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

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
~~SPAR, OR AWNING DECKED VESSEL.~~  
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—Breadths to Length 7.3  
Depths to Length—Upper Deck to Keel  
Main Deck ditto 13.10

Built at Port Glasgow

When built 1879:00 Launched 13<sup>th</sup> January 1880

By whom built Russell &amp; Co

Owners Carson &amp; McArthur

Port belonging to Melbourne

Destined Voyage Melbourne

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as 244. BREADTH—Moulded 33.4 DEPTH top of Floors to Upper Deck Beams 16.83 Power of Engines 130 Horse. N° of Decks with flat laid One N° of Tiers of Beams Two

Dimensions of Ship per Register, length, 246.5 breadth, 33.6 depth, 16.55

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

Transoms, material. Knight-heads. Hawse Timbers. Sum

Windlass Sum Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 x 7/8 in. Rivets, about 1/2 in. 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 1/2 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 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 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 x 5 1/4 Breadth of laps of plating in single riveting 1/2

of Stringer and Tie Plates, treble or double Riveted?

Explain by Sketch, if necessary.

turned down No. of Breasthooks, 4 Crutches, 4

e.c. ? Best



Lloyd's Register Foundation

Sign Shipping.

IRON 490 - 0434



Workmanship. Are the butts of plating planed or otherwise fitted?

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 *Jun*

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*

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.
N <sup>o</sup> .	SAILS.	CABLES, &c.										
135	Fore Sails,	135	1 9/16	4320	270	1 9/16	Bowers	8865	23.2.22	23.13.3.0	23.2.0	23 14/20
135	Fore Top Sails,	135	1 9/16	4320	270	1 9/16	30/12/79	8867	23.0.0	23.2.2.0	19.3.25	20 14/20
135	Fore Topmast Stay Sails,	135	1 9/16	4320	270	1 9/16	31/12/79	8866	21.0.6	21.14.1.14	8.0.0	10 2/20
135	Main Sails,	135	1 9/16	4320	270	1 9/16	23/8/79	8872	0.2.0	10.12.2.0	4.0.0	6 2/20
135	Main Top Sails,	135	1 9/16	4320	270	1 9/16	23/8/79	8871	4.0.25	6.12.2.0	2.0.0	4 1/2
135	and	135	1 9/16	4320	270	1 9/16	Kedges	8873	2.0.0	4.10.1.0	2.0.0	4 1/2

Standing and Running Rigging *Wm. Kempen* sufficient in size and *good* quality. She has *2 dip* Long Boats 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? *Leak shutters with Bulls eyes*

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? *Scuppers*

Cargo Hatchways.—How formed? *See Cunnings*

State size Main Hatch *19' 2" X 12' 0"* Fore hatch *11' 6" X 12' 0"* Quarter hatch *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. <i>22</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under S.S. and surveyed 1879</i>
Date <i>13th August 79</i>	2nd. On the plating during the process of riveting	<i>Sept 6, 13, 23, Oct 3, 10, 17, 20, 24, 28, 31.</i>
Order for Ordinary Survey No. <i>21</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>November 6, 10, 21, 27, Dec 3, 9, 17, 23, 24, 29</i>
Date <i>13th August 79</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>1880 Jan 9, Feb 7, 12, 14, 20</i>
No. <i>21</i> in builder's yard.	5th. After the ship was launched and equipped	

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 9/16 thick the centre vertical plate to intercostal keelson being 9 x 1/2 with a side plate 11 x 1/2 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 span, or awning decked; and the lengths of poop, forecabin, or main quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Talland Cement to above biggest Red lead* 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. H. Wood*

Special ... £ 55: 11: 6 *1880*

Certificate ... £ 0: 0: 0

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

