

No. 17553

Survey held at

Newcastle

Date, First Survey

6th July 1883

(Received at London Office)

Rec'd Sub M. 71, 1884

On the

Iron Brig Rigger Screw Steamer "Port Darwin"

Last Survey

24th

March 1884

TONNAGE under
Tonnage Deck
Ditto of Third, or
Fourth Deck
Ditto of Poop
Ditto of ForecastleGross Tonnage
Less Crew Space
Less Engine Room
Register Tonnage
as cut on Beam2422.70
3.76
90.28
2516.74
83.63
2433.11
805.36
1627.75ONE, OR TWO DECKED, THREE DECKED VESSEL,
and SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 18.5

Depth from upper part of Keel to top of Upper Deck Beams 21.6

Girth of Half Midship Frame (as per Rule) 35.6

1st Number 75.9

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 299

2nd Number 22694

Proportions— Breadths to Length 8.0

Depths to Length— Upper Deck to Keel 13.7

Main Deck ditto 13.7

Master Jones

Built at Newcastle

When built 1884 Launched 12th Feb 1884

By whom built A Leslie & Co

Owners W. Melburn & Co Managers

Residence Newcastle & London

Port belonging to London

Destined Voyage Australia

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

While building & in Dock

LENGTH on deck as per Rule ... 299 0 BREADTH— Moulded ... 37 0 DEPTH top of Floors to Upper Deck Beams ... 27 4 1/2 Do. do. Main Deck Beams ... 19 10 1/2 Power of Engines ... 350 No. of Decks with flat laid ... Two No. of Tiers of Beams ... Three

Dimensions of Ship per Register, length, 300.1 breadth, 37.3 depth, 24.1 KEEL, depth and thickness ... 10 x 2 3/4 STEEL, moulding and thickness ... 10 x 2 3/4 STERN-POST for Rudder do. do. ... 10 x 6 " for Propeller ... 10 x 6 Distance of Frames from moulding edge to moulding edge, all fore and aft ... 24

RAMES, Angle Iron, for 1/2 length amidships ... 5 3 8 Do. for 1/4 at each end ... 5 3 7 REVERSED FRAMES, Angle Iron ... 3 3 7 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... 23 1/2 x 9 thickness at the ends of vessel ... 7 depth at 3/4 the half-bdth. as per Rule ... 7 height extended at the Bilges ... 7

BEAMS, Upper, Spar, or Awning Deck ... 7 1/2 x 7 7 1/2 x 7 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... 3 3 6 Angle or double Angle Iron on Upper edge ... 48 Average space ... 48 BEAMS, Main, or Middle Deck ... 6 1/2 x 9 6 1/2 x 9 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... 24 Angle or double Angle Iron on Upper edge ... 24 Average space ... 24

BEAMS, Lower Deck ... 10 x 10 10 x 10 Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron ... 4 4 9 Angle or double Angle Iron on Upper edge ... 9 Average space ... 9 ELSONS Centre line, single or double plate, box, or Intercoastal Plates ... 19 x 13 Rider Plate before Double Bottom ... 13 Bulb Plate to Intercoastal Keelson ... 6 4 9

Double Angle Iron Side Keelson Bulb Plate ... 23 x 9 Side Intercoastal Plate before Double Bottom ... 6 4 9 do. Angle Irons ... 3 1/2 3 1/2 8 3 1/2 3 1/2 8 GE Angle Irons ... 6 4 9 do. Bulb Iron ... 9 x 9 do. Intercoastal plates riveted to plating for length ... 6 4 9

GE STRINGER Angle Irons ... 6 4 9 Intercoastal plates riveted to plating for 3/5 length ... 11 x 9 E STRINGER Angle Irons ... 6 4 9

FRAMES extend in one length from Keel to Gunwale REVERSED ANGLE IRONS on floors and frames extend from across middle line to M. M. S. A. I. and to Gunwale alternately ELSONS. 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 1/8 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 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 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 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 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 for half length amidships. Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? 4 1/2 Riveted No. of Breasthooks, 5 Crutches, 3

The above is a correct description. Builder's Signature, A. Leslie & Co Surveyor's Signature, J. H. Cooke 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*
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.*

Masts, Bowsprit, Yards, &c., are *of iron* in *good* condition, and sufficient in size and length. If of Iron or Steel are Scanlings 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 *Foremast 86 feet in length, 24" diam? Main Mast 80 feet in length, 24" diam? Thickness of plates 1/6 to 1/8", Butt straps 1/6" thicker than the plates they connect & treble riveted, 2 plates in round, joints, single riveted, makers of Iron, Wear Rolling Mills*

NUMBER for EQUIPMENT 24149		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
SAILS.							Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N ^o .	CABLES, &c.											
	Chain	135 1/2	1 1/2	66.10.0.0	240-1 1/2							
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
	Fore Sails,	134 1/2	1 1/2	66.10.0.0								
	Fore Top Sails,	45	1 1/2	63.5.0.0	45-1 1/2							
	Fore Topmast Stay Sails,			34.2.2.0								
	Towline, Hemp,	100	4 1/4	22.15.0.0								
	Steel Wire											
	Main Sails,											
	Hawser	90	9 1/2		9 1/2							
	Main Top Sails,	90	8		8							
	Warp											
	and											
	quality											
	good											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *1* Long Boat and *1* Pig, Cutter & Dingy.
The Windlass is *Harfield Patent* Capstan *6 Steam* and Rudder *Good* Pumps *Good*
Engine Room Skylights. How constructed? *Leak* How secured in ordinary weather? *Permanent fixture*
What arrangements for deadlights in bad weather? *Leak sashes, with cross metal bars, & tarpaulins*
Coal Bunker Openings. How constructed? *plates & angle* How are lids secured? *Iron straps* Height above deck? *21"*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *8 scuppers & 6 freeing ports on each side*
Cargo Hatchways. How formed? *plates & angles*
State size Main Hatch *19' 8" x 12' 8"* Forehatch *15' 9" x 12' 0"* Quarterhatch *11' 9" x 12' 0" & 20' 4" x 15' 9"*
If of extraordinary size, state how framed and secured? *all hatches has 1 deep web plate & 2 fore & afters*
What arrangement for shifting beams?
Hatches, If strong and efficient? *Solid hatches, 2 1/2" thick*

Order for Special Survey No. *1445*
Date *18th April 1883*
Order for Ordinary Survey No. *607*
Date *✓*
No. *249* in builder's yard.
State dates of letters respecting this case
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid....
4th. When the ship was complete, and before the plating was finally coated or cemented..
5th. After the ship was launched and equipped
1883 July 6. 10. 13. 16. 19. 26. 30. Aug 7. 9. 27. 30.
Sept. 4. 11. 14. 19. 27. Oct. 1. 5. 9. 11. 15. Nov. 3. 6.
12. 14. 16. 20. 23. 26. 28. 30 Dec. 3. 7. 11. 14. 19. 21. 24.
1884 Jan. 15. 25. 30. Feb. 5. 6. 8. 11. 14. March 6. 11. 14.
18. 21. 24.

General Remarks (State quality of workmanship, &c.) *This spar decked vessel has been built in accordance with the Rules & approved Tracing of Midship section & profile, she has a Monkey Forecastle 20 feet length, & an open Bridge 54 feet long. The Ballast-tanks have been tested a head of water equal in height to the load draught of vessel & proved satisfactory. The workmanship and materials throughout the vessel are of a good description. Stern & Rudder frame & Stem framing Report now forwarded.*

State if *one, two, or three* decked vessel, or if *spar, or running* decked; and the lengths of *poop, bridge, fore-castle, or raised* quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *+ 100 A. 1.*
The amount of the Entry Fee£ 5 : - : - is received by me, *18*
Special£ 85 : 16 : 6
(to be sent as per margin). Certificate *frad* : - : -
(Travelling Expenses, if any, £ - : - : -)
Committee's Minute *FRIDAY 9 MAY 1884*
Character assigned *100 A. 1.*
28 Ks & 100 A. 1.
3 Lm Bm

(The Signers are requested not to write on or below the space for Committee's Minute.)

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No. in Survey
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