

IRON SHIP.

No. 21682 Survey held at Newcastle Date, First Survey 24 Nov 84 Last Survey 18 July 1888
 In the Steel Screw Steamer "Wilcannia" (Rigged) Master A. G. Thomas

TONNAGE under Tonnage Deck 2571.63
 Tonnage of Third, Spar, or Awning Deck 19.83
 Tonnage of Poop, or Raised Op. Dk. 93.24
 Tonnage of Houses on Deck 61.08
 Tonnage of Forecastle 56.14
 Gross Tonnage 2801.49
 Net Crew Space 82.15
 Net Engine Room 89.40
 Register Tonnage 1826.94
 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) 19.91
 Depth from upper part of Keel to top of Upper Deck Beams 29.41
 Girth of Half Midship Frame (as per Rule) 44.29
 1st Number 93.61
 1st Number, if a 3-Decked Vessel deduct 7 feet 7.00
 Length 323.00
 2nd Number 27975
 Proportions—Breadths to Length 8.1
 Depths to Length—Upper Deck to Keel 10.9
 Main Deck ditto 14.9

Built at Newcastle
 When built 1888 Launched 26/4/88
 By whom built Wigham Richardson & Co.
 Owners W. Lund
 Residence 18 Jan. St. Aldgate, London
 Port belonging to London
 Destined Voyage ✓
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 323 **BREADTH** Moulded 39 **DEPTH** top of Floors to Upper Deck Beams 25 **Power of Engines** 450 **Horse.** 450 **N° of Decks with flat laid** 2 **N° of Tiers of Beams** 3

Dimensions of Ship per Register, length, breadth, depth, 25.55	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness <u>side bars</u>	11 x 1 1/8	11 x 1 1/8	11 x 2 3/4	11 x 2 3/4	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
STEM , moulding and thickness	11 x 2 3/4	11 x 2 3/4	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
STERN-POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
" for Propeller	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24	24
FRAMES , Angle Iron, for 2/3 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2
Do. for 1/3 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2	5 1/2 x 3 1/2
REVERSED FRAMES , Angle Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
LOOKS , depth and thickness of Floor Plate at mid line for half length amidships	11 x 1 1/8	11 x 1 1/8	11 x 2 3/4	11 x 2 3/4	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
thickness at the ends of vessel	11 x 2 3/4	11 x 2 3/4	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
depth at 1/3 the half-bdth. as per Rule	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
height extended at the Bilges	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	24	24
BEAMS , Upper, Spar, or Awning Deck	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8	8 x 8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Angle or double Angle Iron on Upper edge	48	48	48	48	48	48	48	48	48	48
Average space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS , Main, or Middle Deck	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Angle or double Angle Iron, on Upper Edge	24	24	24	24	24	24	24	24	24	24
Average space	24	24	24	24	24	24	24	24	24	24
BEAMS , Lower Deck	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Angle or double Angle Iron on Upper Edge	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Average space	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BEAMS , Hold, or Orlop	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10	10 1/2 x 10
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Angle or double Angle Iron on Upper Edge	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Average space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
KEELSONS Centre line, single or double plate, bar, or Intercoastal Plates	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11	56 x 11
Top Rider Plate	9/16	9/16	9/16	9/16	9/16	9/16	9/16	9/16	9/16	9/16
Bulb Plate to Intercoastal Keelson	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
Angle Irons	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
Double Angle Iron Side Keelson	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
Side Intercoastal Plate	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
do. Angle Irons	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
Attached to outside plating with angle iron	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4	4 x 4
BILGE Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
do. Bulb Iron	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
do. Intercoastal plates riveted to plating for length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
BILGE STRINGER Angle Irons	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4	6 1/2 x 4
Intercoastal plates riveted to plating for 3/4 length	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
SIDE STRINGER Angle Irons	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

FRAMES extend in one length from Keel to Gumwale Riveted through plates with 3/4 in. Rivets, about 6 3/4 apart.

REVERSED ANGLE IRONS on floors and frames extend across middle line to Main Deck Stringer and to Gumwale 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 1/8 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 3/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
- Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/8 ins. from centre to centre.
- Butts of all Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 4/20 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 3/8 ins. from cr. to cr.
- Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/8 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 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.
- Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 length.
- Breadth of laps of plating in double riveting 5 1/2. Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? as per rule No. of Breasthooks, 5 Crutches, 2 Transoms

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

Manufacturer's name or trade mark Angle & Bulbs from Demmandon & Co. & Odette - Tested & Marked

The above is a correct description.

Builder's Signature, Wigham Richardson Surveyor's Signature, N. Williams 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 *Iron* 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 *Has three iron masts as auxiliary to the steam power.*
Foremast - Length 90.6 dia 23. Main mast 82.6 dia 23. Mizzen mast 76.6 dia 16.
Two plates in the round, edges double riveted, butts treble riveted & 1/16 thicker than plates they connect. scabbled at partners. Plating 7/16 to 9/16
Manufacturer of iron: The skeleton Malleable Iron Co.

NUMBER for EQUIPMENT 32.125. U.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Machine where Tested & Supplied.
SAILS.		CABLES, &c.										
N ^o .		Chain					Bower Anchors					
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Iron Stream Chain	300	1 15/16	67 1/2	300-1 15/16			37.0.8	33.16.3.14	36 1/2 Col	
	Fore Topmast Stay Sails,	or Steel Wire ..	120	4	22 3/4	90-1 15/16			36.3.15	33.15.0.0	36 1/2 -	
	Fore Topmast Stay Sails,	or Hempen Strm Cable ..	120	4	22 3/4	120-4						
	Main Sails,	Towline, Hemp.	90	10	Manilla	90-10						
	Main Top Sails,	or Steel Wire ..	90	8 1/2	-	90-8 1/2						
	and	Hawser	300	8	Taned.							
		Warp										
		quality <i>Good</i>										

Standing and Running Rigging *Wire & hemp* sufficient in size and *Good* in quality. She has *2* Long Boats and *4* others.
The Windlass is *Iron patent* Capstan *✓* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Thoroughly of Lead* How secured in ordinary weather? *always shipped*
What arrangements for deadlights in bad weather? *Bulls' eyes*

Coal Bunker Openings. How constructed? *Plates & angles* How are lids secured? *Pattened down* Height above deck? *16' under*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *8 Freeing ports on each side & scuppers.*

Cargo Hatchways. How formed? *Plates & angles*
State size Main Hatch *16x12: 24.3x12.6 Fore hatch 20.3x12.2; Quarter hatch 16x12.*

If of extraordinary size, state how framed and secured? *✓*
What arrangement for shifting beams? *Deep beams & 3 wood fore & afters.*

Hatches, If strong and efficient? *yes - solid.*

Order for Special Survey No. <i>2021</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1887 Nov 24, Dec. 1. 6. 12. 13. 15. 16. 20. 21. 22. 27. 29. 30.</i>
Date <i>4 Nov 1887</i>	2nd. On the plating during the process of riveting	<i>1888 Jan 5. 10. 11. 12. 14. 17. 19. 20. 23. Feb. 1. 3. Mar. 2. 8.</i>
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>20. 23. Apr 6. 10. 12. 18. 19. 20. 23. 24. 25. 26. 30.</i>
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>May 23. 25. June 1. 11. 15. 26 July 4. 5. 6. 7. 11. 13.</i>
No. <i>221</i> in builder's yard.	5th. After the ship was launched and equipped	
State dates of letters respecting this case		<i>3/11/87.</i>

General Remarks (State quality of workmanship, &c.) *This ship has been built in accordance with the approved drawings, and in other respects to the Rules for the 100 ft grade.*

The double bottom has been tested by water pressure as per Rule & found tight.
Workmanship and materials good.

Has a fore-castle 44 ft long; Bridge 90 ft long and Poop 36 ft long
This is a sister ship to the "Riverina". New: report 20,589.

The freeboards assigned by the Committee to this vessel: Tri: 6' 0 1/2 winter; 5' 1/2 Summer & 5' 1/2 above deck for fresh water have been set off on the ship's sides and verified. and I submit that the same be recorded in the Register Book.

This is a sister ship to the "Riverina". S.S. New: rept 20,589.

State if *one, two, or three decked vessel, or if open, or covering-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. 2 strs. 3 heavy beams.*

The amount of the Entry Fee£ *5* : - : - is received by me, *J. W. Scullard*

Special£ *93* : 2 : 6 *19/4/1888*

(to be sent as per margin). Certificate *Gratis* : - : -

(Travelling Expenses, if any, £)

Committee's Minute *FRIDAY 20 JULY 1888* 18

Character assigned *100 A. 1 Steel*
+ Lmb 4/88
Inner bottom iron
2 strs (1 Steel) 3 lbs Bms
Cell 8 B Particulars appended
Record Freeboard