

IRON OR STEEL SHIP.

(Received at London Office, ...)

22488

Date of writing Report

Port of

Newcastle

No. 22488 Survey held at Newcastle

Date, First Survey 14 March 1888 Last Survey 28 Feb 1889

On the "Port Caroline"

Rig Brig

Master John Sturrock - 189

Year of appointment (1) As master in service of these joint owners of present vessel: - 1888 (2) As master of this vessel: - 1888

Built at Low Walker

When built 1888 Launched 4/12/88

By whom built W. Johnson & Co

Owners W. Milburn & Co

Managers

(If desired to be entered in Reg. Book.)

Residence

Port belonging to London

Destined Voyage Melbourne via London

Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck 3248.18
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awaiting Dk.
Total under Upper Dk. 194.82
of Poop 194.82
Do. of Raised Qr. Dk. or Break
Do. of Bridge House
Do. of Houses on Deck 61.6
Do. of excess of Hatchways
Do. of Forecastle
Gross Tonnage 3524.73
Less Crew Space 104.88
Less Engine Room 129.23
Register Tonnage 2129.62
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 21.91
Depth from upper part of Keel to top of Upper Deck Beams 23.00
Girth of Half Midship Frame (as per Rule) 39.5
1st Number 84.41
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 358.16
2nd Number 30.232
Proportions - Breadths to Length 8.17
Depth to Length - Upper Deck to Keel 11.7
Main Deck ditto 15.5

LENGTH on deck as per Rule 358.0 **BREADTH** Moulded 48.10 **DEPTH** top of Floors to Upper Deck Beams 26.4 Do. do. Main Deck Beams 20.10 **Power of Engines** 700 **Horse.** 700 **Nº. of Decks with flat laid** 2 **Nº. of Tiers of Beams** 3

Dimensions of Ship per Register, length, 378.5 breadth, 44.1 depth, 28.2

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	11 x 2 3/4	11 x 2 3/4
STEM , moulding and thickness	11 x 2 3/4	11 x 2 3/4
STERN-POST for Rudder do. do.	11 x 6 1/2	11 x 6 1/2
" " for Propeller	-	-
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES , Angle Iron, for 1/2 length amidships	5 3/2	5 3/2
Do. for 1/2 at each end	5 3/2	5 3/2
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	25 x 10	25 x 10
" thickness at the ends of vessel	13	12 1/2
" depth at 3/4 the half-bdth. as per Rule	50	50
" height extended at the Bilges	50	50
BEAMS , Upper, Spar, or Awaiting Deck	8 1/2 x 8	8 1/2 x 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6
Single or double Angle Iron on Upper edge	48	48
Average space	48	48
BEAMS , Main, or Middle Deck	9 1/2 x 10	9 1/2 x 10
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 3 1/2 8	8 1/2 3 1/2 8
Single or double Angle Iron, on Upper Edge	48	48
Average space	48	48
BEAMS , Lower Deck	10 1/2 x 11	10 1/2 x 11
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 4 9	5 4 9
Single or double Angle Iron on Upper Edge	as per profile	as per profile
Average space	as per profile	as per profile
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	22 x 18	22 x 18
" Rider Plate	13 3/4 x 18	13 3/4 x 18
" Bulb Plate to Intercoastal Keelson	6 1/2 4 9	6 1/2 4 9
" Angle Irons	6 1/2 4 9	6 1/2 4 9
" Double Angle Iron Side Keelson	6 1/2 4 9	6 1/2 4 9
" Side Intercoastal Plate	16 x 14	15 3/4 x 14
" do Angle Irons	3 1/2 3 1/2 8	3 1/2 3 1/2 8
" Attached to outside plating with angle iron	6 1/2 4 9	6 1/2 4 9
BILGE Angle Irons	10 1/2 x 10	10 1/2 x 10
" do Bulb Iron	3 1/2 3 1/2 8	3 1/2 3 1/2 8
" do Intercoastal plates riveted to plating for 3/5 length	6 1/2 4 9	6 1/2 4 9
BILGE STRINGER Angle Irons	6 1/2 4 9	6 1/2 4 9
Intercoastal plates riveted to plating for 3/5 length	9	9
SIDE STRINGER Angle Irons	6 1/2 4 9	6 1/2 4 9

The **FRAMES** extend in one length from Keel to gunwale
The **REVERSED ANGLE IRONS** on floors and frames extend from the middle line to main
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 clench, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/8 ins. from centre to centre.
Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 7/20 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clench, 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 3/8 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 whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships.
Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length amidships.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting double shapes for 1/2 length

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted Treble & double No. of Breasthooks, 6 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, angles, beams, barman, Long & Co, Plates, consert, tested and stamped
The above is a correct description.
Builder's Signature, William Johnson & Co Surveyor's Signature, W. J. L. Lloyd's Register

State clearly where plating is of alternate thickness - as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if used deck is laid thereon.

NW806-0074/12

(Form No. 1 for Iron or Steel Ships - 500 - 6/19/88 - Transfer Int.)

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 facing 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 Iron, &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 *As two iron masts as auxiliary to the steam power - English Foremast - 94 ft dia 24 in*

Two plates in the round 7/16 to 9/16 butts breble & double riveted edges double riveted - Manufacturers from Stockton Malleable Co

Number for Equip- ment 38, 126 Letter for do. to	CABLES, &c.			Test per Certificate Tons	Fathoms & Inches per fath.	Machine where Tested and Superintendent also Name of Inspector	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate Tons	Wt. req'd per Rule.	Machine where Tested and Superintendent also Name of Inspector
	Number of Certificate.	Fathoms.	Inches.								
SAILS.	5664	300	2 7/8	76 1/2	300-2 7/8	<i>W. H. Walker</i> <i>30/11/88</i>	10930	42.2.21 37.13.3.0	40	40	<i>W. H. Walker</i> <i>30/11/88</i>
Fore Sails.	5665					<i>See above</i> <i>27/11/88</i>	10931	40.3.0 36.6.1.0	40	40	<i>W. H. Walker</i> <i>30/11/88</i>
Fore Top Sails.							10932	34.2.21 32.3.3.0	34	34	<i>W. H. Walker</i> <i>30/11/88</i>
Fore Topmast Stay Sails.											
Main Sails.											
Main Top Sails.											
and quality											
Iron Steam Chain or Steel Wire ...	90	1 3/16	25 3/8	90-1 3/16							
Hempen Str'm Cabl.	120	4 1/2	2 1/2	120-4 1/2							
TOWLINE - Hemp or Steel Wire.	90	10	manilla	90-10							
Hawser	90	9		90-9							
Warp	180	6									

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *4* Long Boat and *2* others
The Windlass is *iron patent* *good* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Strongly of Leak* How secured in ordinary weather? *Always Shipped*
What arrangements for deadlights in bad weather? *Strongly glazed and fitted on bridge.*

Coal Bunker Openings. How constructed? *Square cast iron.* How are lids secured? *Battened down* Height above deck? *12".*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *6 free ports on each side and scuppers.*

Cargo Hatchways. How formed? *Plates and angles* Hatches, If strong and efficient? *yes solid*

State size *Main Hatchways 16x12; 24x12; Fore hatch 20x12; 12x12* What arrangement for shifting beams? *as per rule*

If of extraordinary size, state how framed and secured...
Order for Special Survey No. *207* Date *26 Mar 28 Apr*

Order for Ordinary Survey No. *✓* Date *✓*

No. *25* in builder's yard. DATES of Surveys held while building as per Section 188

State dates of letters respecting this case *8th March 1888 - 20th Dec 1888*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved drawings, memorandum & Secretary's letter of 8th March 1888 and in other respects to the Rules for the 100 H grade, Spar deck.*

Has a fore-castle 55 ft. Bridge 84 ft and poop 64 ft.

The water ballast tanks have been tested as per Rule and found tight.

Workmanship and materials good.

*How are the surfaces preserved from oxidation? Inside *Walls & Dues patent cement* Outside *Paint**

Particulars for Record in R.B. - Length of Poop *64 ft.* R.Q.D. *✓* ft. Bridge Dk. *84 ft.* F'castle *55 ft.*; No. of Dks. (excluding spar, &c.) *2*

Material of dks. *Spine If spar, &c. *Leak* Material of spar, &c. *Leak* ; No. of tiers of beams (with and without dks. laid) *3**

Official No. *✓* ; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *+ 100 H. 1. Spar deck - Steel.*

The amount of the Entry Fee *£ 5 - -* is received by me. *✓*

Special *£ 110 - 11 -* *4/3/89*

(to be sent as per margin). Certificate *gratis* : *J. W. Scullard*

Committee's Minute *TUES 5 MARCH 1889*

Character assigned *100A1 Steel Spar deck*

+ 100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

100 H. 1. Spar deck

Port of *Newcastle* Continuation of Report No. 22488 dated *Feb'y 189* on the

Memorandum. Messrs W. Johnson

& Co Steel S.L. No 25. "Port Caroline"

1 The vertical plate to the side keelson

To be 15 3/4" deep instead of 15" as proposed.

2 Efficient transom plates to be fitted

to the stern and propeller posts as required

by the Rules.

3 Lie plates to be fitted at the sides

of the openings in the decks, or the

adjacent strake of deck plating to be

increased in thickness.

4 The double butt straps to the spar

deck & sheer strake - this should have been

stringer plate - instead - to be 8" x 7/8" thick

instead of both 7/20" as proposed.

5 The panting arrangements, stringers &

and deep floors at ends, and the

strong beams at the several decks

to be to the surveyors' satisfaction.

6 The beams of the several decks to

be supported by a double row of

pillars as required by the Rules.

7 Wash plates to be fitted in way of the

ballast tanks.

Signed W.M. H. & C. 4-8.

7/3/88

The above memorandum have

been carried out -

J.W.S.

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