

IRON OR STEEL SHIP.

(Received at London Office, 15 OCT 1889)

No. 2536 Survey held at Newcastle Date of writing Report 16 Sept. Port of Newcastle Date, First Survey April 1889 Last Survey September 1889

On the Screw Steamer "Bungaree" Rig 3 masted Schooner Master Ekins

Year of appointment (1) As master in service of owner of present vessel: 1889 (2) As master of this vessel: 18

Built at Newcastle When built 1889 Launched 28 Aug 1889

By whom built Wigham Richardson & Co. Owners Wm. Lund Esq. Managers (If desired to be entered in Reg. Book.) Residence

Port belonging to London Destined Voyage Australia If Surveyed while Building, Afloat, or in Dry Dock

Net Tonnage under Tonnage Deck 2760.62 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR ANNING DECKED VESSEL.

Half Breadth (moulded) 20.92 Depth from upper part of Keel to top of Upper Deck Beams 28.83 Girth of Half Midship Frame (as per Rule) 44.21

1st Number 93.96 1st Number, if a 3-Decked Vessel deduct 7 feet 86.96

Length 333.1 2nd Number 28966

Proportions—Breadth to Length 7.9 Depths to Length—Upper Deck to Keel 11.5 Main Deck ditto 15.9

of Poop 62.60 of Raised Qr. Dk. or Break of Bridge House of Houses on Deck 40.04 of excess of Hatchways 22.70 of Forecastle 7.40 Gross Tonnage 2893.26 Net Crew Space 108.06 2785.20 of Engine Room 925.84 Net Tonnage 1859.36 out on Beam

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	333	2	Moulded	41	10	top of Deck Beams to Upper	24	1	Engines	450	2	3
Dimensions of Ship per Register, length, 335.0 breadth, 42.1 depth, 24.05 Moulded depth 28.0												
Flat Keel Plates, breadth and thickness ... 36 12 36 12												
PLATES in Garboard Strakes, br'dth & thickness ... 11 12 11 12												
From Garboard to upper part of Bilges ... 11 12 11 12												
Of d'ble at Bilge, or increased thickness, and length applied ... 11 12 11 12												
From up. prt of Bilge to l. edge of Sh'rstrake ... 11 12 11 12												
Main Sheerstrake, breadth and thickness ... 40 13 40 13												
Of d'ble at Sh'rstrake, & lng. applied ... 8 16 8 16												
From M. to Upr. or Spar Dk. Sh'rstrake ... 12 16 12 16												
Up. or Spar Dk. Sh'rstrake, br'dth & thickness ... 12 16 12 16												
Butt Straps to outside plating, breadth & thickness ... 48 10 48 10												
Lengths of Plating ... 7 frame spaces												
Shifts of Plating, and Stringers ... 2 frame spaces												
Gunwale Plate on ends of Main or Middle Deck ... 48 10 48 10												
Upper Deck Beams, breadth and thickness ... 4 x 4 x 9 4 x 4 x 9												
Angle on ditto ... 4 x 4 x 9 4 x 4 x 9												
Tie Plates fore and aft, outside Hatchways ... 17 8 17 8												
Diagonal Tie Plates on Beams No. of Pairs ... 6 6												
Flat of Up., Spar, or Awning Dk. ... 48 9 48 9												
How fastened to Beams ... 48 9 48 9												
Stringer Plate on ends of Main or Middle Deck ... 48 9 48 9												
Beams, breadth and thickness ... 48 9 48 9												
Is the Stringer Plate attached to the outside plating? Yes												
Angle on ditto, No. 2 ... 4 x 4 x 9 4 x 4 x 9												
Tie Plates, outside Hatchways ... 8 8												
Diagonal Tie Plates on Beams, No. of pairs ... 7 7												
Flat of Middle Deck* do. do. ... 43 9 43 9												
How fastened to Beams ... 43 9 43 9												
Stringer Plates on ends of Lower Deck, Hold ... 43 9 43 9												
Is the Stringer Plate attached to the outside plating? Yes												
Angle on ditto, No. 4 ... 4 x 4 x 9 4 x 4 x 9												
Stringer or Tie Plates, outside Hatchways ... 4 x 4 x 8 4 x 4 x 8												
Flat of Lower Deck*												
Ceiling betwixt Decks, thickness and material ... 2 One												
in hold do. do. ... 3												
Main piece of Rudder, diameter at head ... 8 1/2 8 1/2												
do. at heel ... 4 4												
Can the Rudder be unshipped afloat? Yes												
Bulkheads No. 6 No. per Rule 6												
Thickness of ... 2 x 6/20												
Height up ... Upper deck												
How secured to sides of ship ... Between double frames												
Size of Vertical Angle ... 5 1/2 x 3 1/2 x 8 and distance apart 30 ins.												
Are the outside Plates doubled two spaces of Frames in length? Yes												
Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.												
The FRAMES extend in one length from Keel to gunwale												
The REVERSED ANGLE IRONS on floors and frames extend near middle line to Main deck and to Upper deck 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 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 1/4 ins. from centre to centre.												
Butts of all Strakes at Bilge for whole 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 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 1/4 ins. from cr. to cr.												
Edges of Main Sheerstrake, double or single riveted.												
Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for whole length.												
Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.												
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting nil												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Throughout No. of Breasthooks, 5 Crutches, 3 x 3 deep												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? See section												
Manufacturer's name or trade mark, Bulbs & angles - Borman Long & Keelson. Plates - Moore, Allen & Co. & Co. & Co.												
The above is a correct description.												
Builder's Signature, Wigham Richardson & Co. Surveyor's Signature, James Murray 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 very well* 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? *No*

Masts, Bowsprit, Yards, &c., are *of 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 Material, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *Foremast 90.6" x 26 ins Dia. at partners, the No. 1 Mast 84.0" x 23 ins Dia. at partners, Mizzen mast 68.0" x 20 ins Dia. at partners, 2 plates in the round, 11.6" in length & from 7/16 to 5/16 in thickness, except the Mizzen mast which are from 5/16 to 7/16; double rivetted edges and double & double rivetted Butts. Masts & iron. The Stockton Malleable Iron Co.*

Number for Equip-ment	Letter for do.	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	Wt. req'd per Rule.	Machine where Tested and Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.								
34246	271	5829	150	2	72	300-2	L.P.H. & Co. 6/9/89 Robert	19144	47.2.18	40.19.1.14	47 1/2	Rees, New Comm.
		5819	150	2	72	---	27/8/89 Barrell	19146	47.2.3	40.17.3.7	47 1/2	3/7/89. 50
							L.P.H. & Co. 24.8/89 R. Burrell	19145	40.1.7	36.0.2.14	40.1.7	3/7/89 50
							Smith's & Stockless	Collective Weights	135.2.0		135.1	L.P.H. & Co. 4/9/89 R. Burrell
								Stream	12.0.0	13.7.2.0	11 1/2 cwt	4/9/89 R. Burrell
								Kedge	5.3.14	8.2.3.7	5 3/4 cwt	18/9/89 50
								2nd Kedge	2.3.21	5.10.0.0	2 3/4 cwt	19/9/89 50

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *4* others

The Windlass is *good* Capstan *✓* and Rudder *good* Pumps *Metal & good*

Engine Room Skylights. How constructed? *on Orlop deck* How secured in ordinary weather? *with turnbuckle Screws*

What arrangements for deadlights in bad weather? *Solid Teak shutters and thick circular glass*

Coal Bunker Openings. How constructed? *Plate hatchways* How are lids secured? *Solid Hatches* Height above deck? *15 ins*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Ports & 3 Scuppers on each side*

Cargo Hatchways. How formed? *Iron plate coverings & Headed edges* Hatches, If strong and efficient? *Yes*

State size Main Hatch *24.0 x 13.0* Forehatch *16.0 x 13.0* Quarterhatch *20.0 x 13.6 & 16.0 x 13.6*

If of extraordinary size, state how framed and secured... *Deep webs as per rule & 3 for & after* What arrangement for shifting beams? *✓*

Order for Special Survey No. *2445* 1st. On the several parts of the frame, when in place, and before the plating was wrought *April 11, 12, 15, 17, 24, 29. May 3, 7, 9, 14, 16, 17, 21.*

Date *21 Dec 1888* 2nd. On the plating during the process of riveting *23, 28 June 1, 4, 5, 12, 14, 22, July 1, 3, 6, 8, 10, 12, 15, 16.*

Order for Ordinary Survey No. *235* 3rd. When the beams were in and fastened, and before the decks were laid... *19, 23, 25, 30, 31. August 1, 6, 8, 9, 12, 13, 16, 17, 24.*

Date *✓* 4th. When the ship was complete, and before the plating was finally coated or cemented... *28, 30. Sept 2, 4, 9, 11, 12, 16, 18, 27. ✓*

No. *235* in builder's yard. 5th. After the ship was launched and equipped *31 Jan, 12 April 1889.* Total No. of Visits *53*

State dates of letters respecting this case *3 January, 12 April 1889.*

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed of Steel, and in accordance with the rules and approved*

tracings of midships section & Profile &c. The water

ballast tanks have been tested to a head of water not

less in height than the load line of the vessel &

proved a very satisfactory. The workmanship and

materials throughout the vessel are of a good description.

The Greenboard as set forth in the

Secretary's letter dated 1 August 89 has been marked on the sides

of the vessel, punched in & verified, as follows: Summer 4.8.

Winter 5.0 and 6 ins for fresh water. The Builders attention

was called to the above letter regarding facilities being fitted for the

Crew, but they state that the Owners representative declined to fit a bridge

on acc. of being a 3 decked vessel and not what is understood to be of a

well deck type.

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *3 coats of paint*

Particulars for Record in R.B.—Length of Poop *214* ft., R.Q.D. *✓* ft., Bridge Dk., *✓* ft., F'castle *41* ft.; No. of Dks. (excluding spar, awn., &c.) *2*

Material of dks. *Spine* If spar, awn. dk., &c. *✓* Material of spar, awn. dk., &c. *✓*; 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 A.T.*

The amount of the Entry Fee *£ 5 : 0 : 0* is received by me, *✓*

Special *£ 94 : 12 : 6* 19/10/89

(to be sent as per margin). Certificate *gratis*: *Arnes Liban*

(Travelling Expenses, if any, £ *✓*). *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Committee's Minute *It is submitted that this vessel*

Character assigned *100 A.T. Steel* *appears eligible to be Classed.*

25 Ks (1 Ssl & 1 K. Steel) 3 Ks B *100. A.T. (Steel) as recommended.*

+ SMC Recast 7 lb d. Well deck *2 lbs Steel & 1 lb Steel 3 lbs beams.*

FRIDAY 18 OCT 1889 *R.B. Particulars appended.*

Well deck *Foundation*

17/10/89