

Spar, Awning or Part Awning Dk.

IRON OR STEEL STEAMER.

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of Report

Port of *Newcastle-on-Tyne*

No. *3554-21* Survey held at *Hebburn* Date, First Survey

Last Survey *29th October 1892*

On the *Steel Steamer "Port Melbourne"*

Rig *Schooner*

Tonnage under Tonnage Deck

SPAR, AWNING OR PART AWNING-DECKED VESSEL,

Master *J. R. Smith*

Do. between Tonnage Dk. and 2nd, 4th, Spar or Awning Dk.

on a Vessel having a continuous Shade Deck

Year of Appointment

Total under Upper Dk.

CLASS *100 A1.*

Built at *Hebburn*

Do. of Poop

Half Breadth (moulded) *23.9*

When built *1892* Launched *8th Sep. 1892*

Do. of Rais d Qr.

Depth from upper part of keel to top of Main Deck Beams *29.83*

By whom built *R. H. Hawthorn, Leeds*

Do. or Break

Girth of Half Midship Frame (as per Rule) *49.08*

Owners *Anglo-Australasian Steam Navigation Co. Ltd.*

Do. of Bridge House

1st Number *102.81*

Managers *Wm. Millburn & Co.*

Do. of Houses on Deck

Length *357.91*

(Where necessary to be entered in Reg. Book.)

Do. of excess of Hatchways

2nd Number *367.97*

Residence *London*

Do. of Forecasts

Proportions—Breadths to Length *7.48*

Port belonging to *London*

Do. above Crown of Engine Room

Depths to Length—Main Deck to top of Keel *11.99*

Cross Tonnage

Less Crew Space

Less above Crown of Engine Room

Tonnage for Fees

Less Engine Room

Less Navigation Spaces

Register Tonnage

Destined Voyage *Colonies*

Surveyed while Building, Afloat, and in Dry Dock *Specially*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>357</i>	<i>11</i>		<i>47</i>	<i>9 1/2</i>		<i>26.2</i>	<i>26</i>	<i>2</i>	<i>650</i>		<i>3</i>	<i>3</i>

Dimensions of Ship per Register, Length *360.4* breadth *48* depth *34.1* Spar or Awn. Dk. Moulded depth, ft. *28* ins. *10 1/2* To Main Dk. Round up of Beam, Main Dk. *11 1/2* ins.

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
" for Propeller do. do.
MAIN PIECE of Rudder, diameter at head do. at heel
RUDDER, how constructed *Forged*
Can the Rudder be unshipped afloat? *Yes*

Inches in Ship.	Inches per Rule Or as Approved.
<i>9 x 3 1/4</i>	<i>9 x 3 3/8</i>
<i>9 x 3 1/4</i>	<i>11 x 3</i>
<i>11 x 7</i>	<i>11 x 7</i>
<i>11 x 7</i>	<i>11 x 7</i>
<i>9 1/2</i>	<i>9 1/2</i>
<i>4 1/4</i>	<i>4 1/4</i>

FRAMING.

FRAME Angles, *7* Bars for $\frac{1}{2}$ length amidships
Do. for $\frac{1}{2}$ at each end
Do. in way of Double Bottoms
Distance of Frames from moulding edge to moulding edge, all fore and aft
REVERSED FRAME Angles
FLOORS, depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships
" in way of Engines and Boilers
" thickness at the ends of vessel
" depth at $\frac{1}{2}$ the half b'dth. as per Rule
" height extended at the Bilges
FLOORS & BRACKETS, in Cell Dble Bottoms Distance apart
CENTRE GIRDER, in Double bottom, depth and thickness
Angles, Top Bottom
SIDE GIRDERS, number and thickness
Angles
RGIN PLATE, depth (exclusive of flange) and thickness
Angles
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake
" thickness in Engine and Boiler space
" Remainder in Holds
MS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
MS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
BEAMS, Hold, or Orlop, Plate or Tee Bulb
Angles on upper edge
Average space
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb
Angles on upper edge
Average space
PILLAGS, In 'tween Decks, Size and Spacing
Hold
WEB FRAMES, In Fore Body, No. and spacing br'dth and thickness
" No. of Side Stringers
WEB FRAMES, In After Body, No. and spacing br'dth and thickness
" No. of Side Stringers
" Size of Angles or Tee Bars to Web Frames
BRACKET PLATES to Stringers between Web Frames, depth and thickness

Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as	Inches per Rule or Appro	20ths per Rule ved.
6	3½	13	6	3½	13
6	3½	9	6	3½	9
3½	3½	11.9	3½	3½	11.9
	25			25	
4½	3½	9	4½	3½	9
		8			8
44		8	44		8
	25			25	
44		10	44		10
4	4	9	4	4	9
		8			8
3½	3½	8	3½	3½	8
34		9	30		9
4	4	9	4	4	9
48		10.8	36		10.8
		10			10
		8.7			8.7
8		8	8		8
3	3	6	3	3	6
	50			50	
11.9½		10.9	11.9½		11.9
3½	3½	8	3½	3½	8
	50			50	
11½-10		10	11½-10		10
3½	3½	8	3½	3½	8
	50			50	

Ceiling between Decks, thickness and material, 2x2 iron in hold do. do. 2 1/2 Baltic Pine W. T. BULKHEADS 8-7 20 Vrtel. 6x8 1/2 20 Hrztl. 8x8 1/2 20 Spacing. 30 42 40 Height up. 5 to Main deck 2. Awning Sngl. or Dbl. Frames. Double Single PARTITIONS 5/16 LONGITUDINAL Vrtel. Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from tank edge to weather deck Riveted through Plates with 7/8 in. Rivets, about 6" apart The REVERSED ANGLE on floors and frames extend from tank edge to 6' above main deck stringer, all to Awning deck abaft after Peak Bth and alternate reverse to Awning deck for 4.6 ft from Stem RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1 1/4 in. diameter, averaging 6 1/4 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, and double riveted; with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 1 gth., with rivets in dia., averaging ins. from cr. to cr. Butts of Strakes at Bilge for length, treble riveted with Butt Straps full length; with rivets 7/8 in. dia., averaging 3 1/2 ins. from cr. to cr. Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre. Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 1 gth., with rivets in dia., averaging ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Spar or Awning Sheerstrake, double or single riveted. Butts of Main Sheerstrake, treble riveted for full length amidships. Butts of Spar or Awning Sheerstrake, treble riveted full length amidships. Butts of Main Stringer Plate, treble riveted for full length amidships. Butts of Spar or Awning Stringer Plate, treble riveted for 1/2 length. Butts of Main Stringer Plate, Single or Double Straps for full length amidships. Butts of Centre Girder Treble riveted. Butts of Inner Bottom Plating double riveted for overlaps full length. Breadth of edge laps of Shell Plating in double riveting 5 1/4 & 6 Breadth of edge laps of Shell Plating in single riveting 3 Butts, if Lapped, breadth of laps 10 1/2, 9 & 7 1/2 Butt Straps of Shell Plating, breadth and thickness 19 x 7/16 to 9 1/2 x 20 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel Angles - Palmers, Dorman Long & Steel Co. of Scotland. Steel Plates - Connell, Spencer & Blackton Malleable. Iron Angles - Dorman Long & Steel Co. of Scotland. Iron Plates - Moor & Blackton Malleable. Workmanship. Are the butts of plating planed or otherwise fitted? Planed Is the riveted work properly closed? Yes Are the liners between the frames 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 plating? A few Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c. LOWER MASTS... Fore... Steel 81-0 Main... 72-6 Mizzen... 24 x 7/20 18 1/2 x 9/20 19 x 9/20 16 x 9/20 22 x 7/20 18 1/4 x 9/20 18 1/4 x 9/20 15 x 9/20 Doubled at Partners & Heel No. of Plates in round. Two RIVETING. Seams. Butts. Straps. Single above Partners 3/16 riveted Below Partners 2/16 riveted Topmasts, Yards and Remainder of Spars Baltic Spruce Rigging, Material and Size, Shrouds 3/4 Galv Steel Wire Stays 4 1/2 - 2 1/2 & 3/4 Galv Steel Wire Sails. One Suit of Thompsons Canvas Sails and the following spare sails Fore Stay sail, Top sail & Top sail and Main Stay sail

EQUIPMENT No. 41397 LETTER X ANCHORS. Number of Certificate. WEIGHT, EX STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WRIGHT REG. P & R RULE. Description of Anchor. Makers. Where and when tested and Superintendent. 32622 1st Bower 42 1 14 10 1 20 37 8 0 14 41 2 0 Rodgers H. Kingly & Co. Ltd. 14/10/12 J. G. Lewis 32616 2nd 42 0 2 10 3 2 37 4 1 14 41 2 0 J. G. Lewis 32618 3rd 41 0 12 10 0 4 36 11 2 7 40 0 0 Rodgers 32617 4th 37 3 2 9 0 16 34 8 0 14 36 3 0 159 3 0 32623 Stream 13 1 5 3 0 19 15 1 2 7 15 3 0 Rodgers 32624 Kedge 6 2 26 1 2 26 9 0 0 0 6 2 0 32636 2nd Kedge 3 2 11 3 7 6 0 3 21 3 1 0 30

CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate Tons. Weight of Chain Cable. Fathoms & Size. Per Rule. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Fathoms. Size. Fathoms & Size. Per Rule. 21595 49-5 2 1/2 8 1/4 - 11 3/4 340-0-6 300-2 1/2 Stud H. Kingly & Co. Ltd. 14/10/12 J. G. Lewis 21600 150-1 340-2-20 676-1-0 27/2/12 J. G. Lewis 300-4 1/2 650-2-26 676-1-0 27/2/12 J. G. Lewis Iron Stream Chain 90 2 1 1/6 25 1/2 - 38 66-2-0 90-1 1/6 27/2/12 J. G. Lewis Towline if steel wire 120 4 1/2 39 120-4 1/2 Galv Steel J. M. Spencer & Co. 12/10/12 J. G. Lewis

Boats 4 Lifeboats 28' 6" x 8' 6" x 3' 6", 2 Whaleboats 25' 0" x 6' 9" x 2' 9", 1 Gig 24' 0" x 5' 6" x 2' 2", 1 Cutter 18' 6" x 5' 9" x 2' 1 1/2 Pumps, Number 10 The Windlass is Hearfield's Patent Direct Steam acting Engine Room Skylights. How constructed? Teak skylight What arrangements for deadlights in bad weather? Bulls eyes Coal Bunker Openings. How constructed? Iron coamings How are lids secured? Tar paulins Height above deck? 15" Number of Scuppers, and number and dimensions of Freeing Ports, &c. 8 each side Cargo Hatchways. How formed? Iron coamings Hatches. If strong and efficient? Yes State size No. 1 Hatch (Forward) 20' 10" x 7' 6" x 31' 2 1/2 No. 2 Hatch 25' 0" x 14' 6" x 31' 2 1/2 No. 3 Hatch 20' 10" x 8' 6" x 31' 2 1/2 No. 4 Hatch 25' 0" x 14' 6" x 31' 2 1/2 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch 2 Web plates to each hatch & 1 wood fore & afters to No. 1 & 3 Hatchways and 2 wood fore & afters to No. 2 & 4 Hatchways Main Rail, material and size Buttwarks, height above deck and description The above is a correct description.

Builder's Signature (here only) Arthur Porter Surveyor's Signature Wm L. Gilman Surveyor to Lloyd's Register of British and Foreign Shipping

Order for Special Survey No. 2421 Date 30 Oct 91 Order for Ordinary Survey No. 312 in builder's yard. DATES of Surveys held while building as per Section 18. 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. 1892 Jan 12 14 19 22 28 Feb 13 14 16 22 24 26 Mar 1 16 23 29 Apr 5 8 10 14 21 22 26 May 4 10 13 23 24 June 29 13 26 16 27 30 July 8 13 21 22 26 27 Aug 2 5 8 9 10 12 16 23 26 30 Sept 2 7 12 13 16 26 Oct 5 6 7 12 15 18 20 21 24 26 28 29 31 Total No. of Visits 70

State dates and initials of letters respecting this case 30th Oct. 1891, 30th Nov. 1891, 9th April & 16th June 1892. W. 20th Feb. 1892 E
General Remarks (State quality of workmanship, &c.) This report relates to the Steel Screw Steamer 'Port Melbourne' which is an Awning deck vessel built by Messrs Hawthorn, Leslie & Co of this Port. The vessel has been constructed in accordance with the Secretary's Letters, Approved Plans forwarded herewith and in other respects in accordance with the Rules for the class contemplated. The Double bottom, After Peak tank and Fore Peak Bulkhead have been tested in accordance with the Rules requirements & proved satisfactory and the freeboards assigned by the Committee have been satisfactorily marked on the vessels sides and verified.

Approved Midship Section & Profile forwarded to London 10th Nov 1892
Plan of Pumping Arrangements do. do. 10th Nov 1892

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle ft., (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated—

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 decks (iron) & Awning deck (iron). Main & Awning deck wood sheathed
Official No. 101940 ; Signal Letters 3 Tiers Beams & Web frames

PARTICULARS OF WATER BALLAST—
Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons
Double bottom, under engines and boilers, length and water capacity in tons If under Engines only, or Boilers only, state which
Double bottom, constructed on the cellular system, length 300'-0" and water capacity in tons 750
Fore peak tank, water capacity in tons After peak tank, water capacity in tons 60
Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons
The above have been tested as required by the Rules.
(If necessary, furnish further information by sketch.)
How are the surfaces preserved from oxidation? Inside Paint and cement Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated 11th October 1892
In Summer 11 ft. 4 1/2 ins. In Winter 11 ft. 10 1/2 ins. For Winter in North Atlantic 12 ft. 4 1/2 ins. Fresh Water above the centre of disc 6 ins.
Statutory deck line 2' above To top of Wood, Iron or Steel Upper, Spar, Awning, or Deck Awning Deck.
State if marked on Vessel's sides in accordance with Notice No. 572 Yes

The amount of Entry Fee £ 5 : 0 : 0 is received by me, Special... £ 138 : 12 : 12-11-1892 Certificate* £ gratis Travelling Expenses, if any £ : :
I am of opinion this Vessel should be Classed 100 A1 Steel Awning deck with freeboard. Wm L. Gilman Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 15 NOV 1892
Character assigned 100 A1 Steel Awning deck with freeboard 11' 4 1/2
Latcp + Lmc 11.92
2 Stks (Iron - Upr) & Web frames Awning deck (Iron - Ws) 100 A1 (Steel) Awning deck with freeboard
2 Stks (Iron - Upr) & Web frames Awning deck (Iron - Ws) 100 A1 (Steel) Awning deck with freeboard
W.B. = 311.28 x 7500
NW C 828 - 0168
NW C 828 - 0171