

COMPOSITE SHIP.

No. 11249 Survey held at Sunderland Date, first Survey April 15th Last Survey November 1875 18on the Ship "Torrens" Master AngelTonnage under Tonnage Deck 1098.01Ditto of Spar Deck, or Awaiting Deck 173.91Ditto of Poop, or Raised Qr. Dk. 21.15Ditto of Houses on Deck 41.58Ditto of Forecastle 1334.65Gross Tonnage 58.89Crew Space, as per Rule 1275.76Register Tonnage, cut on Beam 1275.76Engine Room 1275.76Register Tonnage, ~~cut on the Beam~~ 1275.76Built at SunderlandWhen built 1875Launched 30th May 1875By whom built James Laing & Co^{rs} Owners A. L. Elder757 Holborn Place LondonPort belonging to LondonDestined Voyage AdelaideIf Surveyed while Building, Afloat, ~~or~~ in Dry Dock Lornhill dry dock

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper	Feet.	Inches.	Horse.	N ^o . of Decks
Length aloft	220	Extreme Breadth	37	Deck Beam to top of Floor	21	9	✓	2
(Dimensions of Ship per Register, length 222'1 breadth 38'1 depth 21'55)								
				Outside Plank.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule.				
				Inches in Ship. Inches required by Rule				

The Keel consists of Teak The Stem Teak Stern Post Teak Apron Teak
 Inner Stern Post Teak Deadwood Teak Knight-heads, and Hawse Timbers Teak
 The Floors Iron Wood Frames Iron and Ceiling upon them Teak
 Beams Iron and Keelsons Iron and are all free from all defects.

Planking Outside.—From the Keel to the Height of one-fifth the depth of Hold as per Table I American Elm
 Ditto ditto from Keel to the Height of two-fifths the depth of Hold ditto American Elm
 Ditto ditto from two-fifths the depth of Hold to Gunwale Teak

The Upper Deck Waterway Teak Spirketting yes Planksheer Teak and Roughtree Timbers Teak
 The Main Piece of Rudder Teak Windlass Iron Patent and Pall Bitt None
 The Decks Yellow pine State of good How fastened to Beams Gal^d. Iron nuts & screws
 The Shifts of the Planking are not less than 6 Feet inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 3 and 4 between between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are yes
 The Ceiling, Lower Hold, and between Decks Teak and Bottom & Space Shelf pieces and Clamps yes
 Butt Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and Rivetted in accordance with the Rules? yes State where treble Keelsons double Stringers or single rivetting exists.

Planksheer, how secured to the plating of the sides? Explain by sketch
 Waterway " " planksheer and to the Beams? if necessary. See sketch of waterway attached
 Deck Beams, how secured to the side? Knives turned on Beams
 Hold or Lower Deck Beams ditto? The same

General Quality of Workmanship Very good throughout No. of breasthooks 5 crutches 11
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rives, &c.? Consolidated Iron Co and Fyfe & Co
 Manufacturer's name or trade mark Consolidated Iron Co and Fyfe & Co

We certify that the above is a correct description of the general particulars therein given.

Builder's Signature

James Laing

Surveyor's Signature



© 2021

Lloyd's Register
Foundation

SLD938-0528

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Inches required per Rule
Deadwood forward and aft ..	1/4	1/4	1/4	Transoms and throats of Hooks	1/4	1/4	1/4	Pintles of the Rudder	3/4	3/4
Scarp of Keel, N° 9	1/4	1/4	1/4	Arms of Hooks	1/4	1/4	1/4	Hold Beam { Waterway	1/4	1/4
Keelson Bolts through Keel at each Floor	1/4	1/4	1/4	Thro' Frames and Planking....	1/4	1/4	1/4	Bolts in { Knees	1/4	1/4
Bolts through Iron Keel Plate and Wood Keel	1/4	1/4	1/4	Butt End Bolts ..	1/4	1/4	1/4	Deck Beam { Waterway	1/4	1/4
Garboard Bolts Athwartship..	1/4	1/4	1/4	Rivets	1/4	1/4	1/4	Bolts in { Knees	1/4	1/4
								Shelf or Clamp	1/4	1/4
								Nails or Bolts in Flat of Deck	1/4	1/4

Her Masts, Bowsprit, Yards, &c., are in all condition, and sufficient in size and length. If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit See sketch attached

Tested at the North River Commissioners Public Test 29 Sept 1875 by J. Hartman
Tested at the River Mersey Comm. Public Test 13 Sept 27 Oct 12 Nov 1875 by J. Hartman

N°.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight. Ex. Stock.	Test as per Certificate.	Wt req'd per Rule.	Test req'd per Rule.
Two	Fore Sails,	Chain ...	270	1 1/2	59 1/2			Bowers	1	32.0.14	30.4.11	32	30 2/20
Fore Top Sails,	(State Machine where tested, and name of Superintendent).	34 inch of back 15 fms						(State Machine where tested, and name of Superintendent).	1	31.3.0	29.18.3.0	32	30 2/20
Fore Topmast Stay Sails,	Horizontal Stream	from 1st to 4th 82 3/4						Stream	1	28.0.25	27.6.3.0	25	26 10/20
Main Sails,	Cable	90	1		90.10			Kedges	1	13.2.0	13.0.0		
Main Top Sails,	Hawser	75	11		90 9 1/2					6.2.1	6.2.0		
and	Towlines	90	7		90 6					3.1.0	3.1.0		
	Warp	90	4 1/2										
	All of good quality												

Her standing and Running Rigging is sufficient in size and good in quality. She has 4 Long Boats and 2 Life Boats

The present state of the Windlass is good Capstan good and Rudder good Pumps good and sufficient

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Ports and Scuppers

Cargo Hatchways.—How formed? Plate and angle iron State size 4' 6" x 4' 4' 6" x 4'

If of extraordinary size, state how framed and secured? Fore and Aft

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 13' x 8'

Order for Special Survey	DATES of	1st.
No. <u>1522</u>	Surveys held	On the wood keel, stem, sternpost, deadwood, and frames before painting or coating <u>built under license</u>
Date <u>20th Dec 1874</u>	while building	2nd. On all the beam, stringers, plates, &c., when in place, rivetted up ready to receive the planking <u>good</u>
Order for Ordinary Survey	as per Section	3rd. When the vessel was planked outside, dubbed fair, and all the fastenings completed, but before she was either caulked, coated, or cemented <u>1875 April 15 20 22 29 May 4 19 28 June 3 8 15 18 23 24 25 July 4 8 12 16 19 22 23</u>
No. <u>1522</u>	No. 2.	4th. When the vessel was caulked, but before the bolt-heads were cemented or had dowells fitted over them <u>29 Aug 4</u>
Date <u>20th Dec 1874</u>		5th. When the vessel was completed, launched, and equipped <u>19 21 23 25 Nov 18 19 21 23 24</u>

General Remarks,

This vessel has been built in accordance with the Rules, and as per Midship Section attached for the 16 years class. viz 14 years for Wood material and 2 additional years for Y.M. She is fastened with yellow metal from lower part of keel up to the height of one fifth of the midship depth of hold, below the upper side of upper deck and forward from the mainmast forward and aft, the remainder of the fastenings being of galvanized iron. She has a Full Rop 84 feet long constructed as required by the Rules, an iron Bullhead is fitted across the front, and three partial Bullheads of iron 48" wide and 6 1/2" thick on side. Panting Beams are fitted forward and aft, also an iron Bullhead Bullhead. The side intercostal plate is attached to a plate wrought on the frames with angles 3 1/2 x 7. Foundation plates are also fitted to middle line keelson and at the lower turn of bilge. She is also a Top-gallant Forecastle 34 feet long.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside Red lead and Cement

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled to 20 feet mark When last done 1875

I am of opinion this Vessel should be Classed 16 A 1

The Amount of the Fee... £ 5: - is received by me,

Special ... £ 56: 13 8/12/75 H.M.

Certificate ... £ -

Committee's Minute Dec 15 18 75

Character assigned 16 A 1 -

2 decks A & C.P. CF



© 2021

Lloyd's Register Foundation