

# IRON SHIP.

(Received at London Office, THURSDAY 25 SEPT 1884)

13524 Survey held at Sunderland Date, First Survey February 1884 Last Survey September 23rd 1884  
On the "Cloncurry" yard No. 156

TONNAGE under Tonnage Deck <u>2421.65</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master <u>R. W. Lawson</u>
<u>17.96</u> Ditto of Poop, or Raised Quarter Deck.	Half Breadth (moulded) <u>19.87</u>	Built at <u>Sunderland</u>
<u>93.90</u> Ditto of Houses on Deck.	Depth from upper part of Keel to top of Upper Deck Beams <u>26.54</u>	When built <u>1884</u> Launched <u>24 July</u>
<u>49.41</u> Ditto of Forecastle.	Girth of Half Midship Frame (as per Rule) <u>42.75</u>	By whom built <u>Doxford and Sons</u>
<u>2661.87</u> Gross Tonnage.	1st Number <u>89.16</u>	Owners <u>W. E. Inman, M. E. C. C. &amp; Co.</u>
<u>88.30</u> Less Crew Space.	1st Number, if a 3-Decked Vessel .. deduct 7 feet <u>82.16</u>	Residence <u>567 Finch Church St. E.C.</u>
<u>2573.57</u> Less Engine Room.	Length <u>298.0</u>	Port belonging to <u>London</u>
<u>851.80</u> Register Tonnage as cut on Beam.	2nd Number <u>24.483</u>	Destined Voyage <u>Queensland</u>
	Proportions— Breadths to Length.. <u>7.49</u>	Surveyed while Building <u>Afloat, or in Dry Dock.</u>
	Depths to Length—Upper Deck to Keel.. <u>11.22</u>	<u>2 Iron Decks Upward covered with Wood.</u>
	Main Deck ditto <u>15.85</u>	

LENGTH on deck as per Rule <u>298</u>	BREADTH Moulded <u>39</u>	DEPTH top of Floors to Upper Deck Beams <u>24</u>	Power of Engines <u>260</u>	No. of Decks with flat laid <u>Two</u>	No. of Tiers of Beams <u>Three</u>
Dimensions of Ship per Register, length <u>300.0</u>	breadth <u>40.0</u>	depth <u>24.40</u>	DEPTH Moulded <u>25.4 9 1/2 in</u>	Inches. In Ship. 16ths. In Ship. Inches. per Rule. 16ths. per Rule.	
KEEL, depth and thickness <u>10 x 2 3/4</u>	Inches in Ship. <u>10 x 2 3/4</u>	Inches per Rule. <u>10 x 2 3/4</u>	Flat Keel Plates, breadth and thickness <u>36 12 36 12</u>		
STEM, moulding and thickness <u>10 x 2 3/4</u>	<u>10 x 2 3/4</u>	<u>10 x 2 3/4</u>	PLATES in Garboard Strakes, br'dth & thickness <u>11 11</u>		
STERN-POST for Rudder do. do. <u>10 x 6</u>	<u>10 x 6</u>	<u>10 x 6</u>	" From Garboard to upper part of Bilges... <u>11 11</u>		
" " for Propeller <u>10 x 6</u>	<u>10 x 6</u>	<u>10 x 6</u>	" Of d'bling at Bilge, or increased thickness, and length applied <u>11 11</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u>	<u>24</u>	<u>24</u>	" From up. prt of Bilge to l. edge of Sh'rstrake... <u>40 13 40 13</u>		
FRAMES, Angle Iron, for 1/2 length amidships <u>5 3 1/2 8</u>	<u>5 3 1/2 8</u>	<u>5 3 1/2 8</u>	" Main Sheerstrake, breadth and thickness... <u>30 11 30 11</u>		
Do. for 1/2 at each end <u>5 3 1/2 7</u>	<u>5 3 1/2 7</u>	<u>5 3 1/2 7</u>	" Of d'bling at Sh'stk. & lng. applied <u>3 1/2 2</u>		
REVERSED FRAMES, Angle Iron <u>3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8</u>	" From M'n. to Up. or Spar Dk. Sh'rstrake... <u>4.4.9 4.4.9</u>		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <u>2 1/2 10</u>	<u>2 1/2 10</u>	<u>2 1/2 10</u>	" Up. or Spar Dk Sh'rstrake, br'dth & thicken's... <u>4.4.9 4.4.9</u>		
" thickness at the ends of vessel <u>8</u>	<u>8</u>	<u>8</u>	Butt Straps to outside plating, breadth & thickness <u>9 1/2 19 9 1/2 19 9 1/2 19</u>		
" depth at 3/4 the half-bdth. as per Rule <u>12 1/4</u>	<u>12 1/4</u>	<u>12 1/4</u>	Lengths of Plating <u>5 1/2 spaces of frame</u>		
" height extended at the Bilges <u>Twice amidship depth</u>	<u>Twice amidship depth</u>	<u>Twice amidship depth</u>	Shifts of Plating, and Stringers <u>Two &amp; four</u>		
BEAMS, Upper, Spar, or Awning Deck <u>8 1/2 8</u>	<u>8 1/2 8</u>	<u>8 1/2 8</u>	Gunwale Plate on ends of <u>Awning, Spar, or</u> <u>4.3 16 4.3 10</u>		
Single or double Angle Iron, Plate or Tee Bulb Iron <u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	Upper Deck Beams, breadth and thickness... <u>4.4.9 4.4.9</u>		
Single or double Angle Iron on Upper edge <u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	Angle Iron on ditto <u>4.4.9 4.4.9</u>		
Average space... <u>alternate frames</u>	<u>alternate frames</u>	<u>alternate frames</u>	Tie Plates fore and aft, outside Hatchways <u>Iron Deck</u>		
BEAMS, Main, or Middle Deck <u>9 1/2 9</u>	<u>9 1/2 9</u>	<u>9 1/2 9</u>	Diagonal Tie Plates on Beams No. of Pairs <u>Iron Deck</u>		
Single or double Angle Iron, Plate or Tee Bulb Iron <u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	Flat of Up., Spar, or Awning Dk. <u>Iron plates</u>		
Single or double Angle Iron on Upper Edge <u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	<u>3 1/2 3 7 3 1/2 3 7</u>	How fastened to Beams <u>Rivets and nut &amp; screw bolts</u>		
Average space... <u>alternate frames</u>	<u>alternate frames</u>	<u>alternate frames</u>	Stringer Plate on ends of Main or Middle Deck <u>4.3 9 4.3 9</u>		
BEAMS, Lower Deck <u>10 1/2 10</u>	<u>10 1/2 10</u>	<u>10 1/2 10</u>	Beams, breadth and thickness <u>4.3 9 4.3 9</u>		
Single or double Angle Iron, Plate or Tee Bulb Iron <u>4 1/2 4 9 4 1/2 4 9</u>	<u>4 1/2 4 9 4 1/2 4 9</u>	<u>4 1/2 4 9 4 1/2 4 9</u>	Is the Stringer Plate attached to the outside plating? <u>yes</u>		
Single or double Angle Iron on Upper Edge <u>4 1/2 4 9 4 1/2 4 9</u>	<u>4 1/2 4 9 4 1/2 4 9</u>	<u>4 1/2 4 9 4 1/2 4 9</u>	Angle Irons on ditto, No. <u>Two</u> <u>4.4.9 4.4.9</u>		
Average space... <u>from six to ten spaces of frame</u>	<u>from six to ten spaces of frame</u>	<u>from six to ten spaces of frame</u>	Tie Plates, outside Hatchways <u>Iron Deck</u>		
KEELSONS Centre line, single or double plate, <u>19 16</u>	<u>19 16</u>	<u>19 16</u>	Diagonal Tie Plates on Beams, No. of pairs <u>Iron Deck</u>		
" Rider Plate <u>13 13</u>	<u>13 13</u>	<u>13 13</u>	Flat of Middle Deck* do. <u>Iron plates</u>		
" Bulb Plate to Intercoastal Keelson <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	How fastened to Beams <u>Rivets</u>		
" Angle Irons <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	Stringer Plates on ends of Lower Deck, Hold or <u>40 9 40 9</u>		
" Double Angle Iron Side Keelson <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	Orlop Beams <u>40 9 40 9</u>		
" Side Intercoastal Plate <u>8 1/2 8</u>	<u>8 1/2 8</u>	<u>8 1/2 8</u>	Is the Stringer Plate attached to the outside plating? <u>yes</u>		
" do. Bulb Angle Irons <u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	Angle Irons on ditto, No. <u>Three &amp; Four</u> <u>4.4.9 4.4.9</u>		
" Attached to outside plating with angle iron <u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	<u>3 1/2 3 1/2 8 3 1/2 3 1/2 8</u>	Stringer or Tie Plates, outside Hatchways <u>3 1/2 3 1/2 7 3 1/2 3 1/2 7</u>		
BILGE Angle Irons <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	Flat of Lower Deck* <u>6.4.9 6.4.9</u>		
" do. Bulb Iron <u>8 1/2 8</u>	<u>8 1/2 8</u>	<u>8 1/2 8</u>			
" do. Intercoastal plates riveted to plating for <u>1/2 length</u>	<u>9</u>	<u>9</u>			
BILGE STRINGER Angle Irons <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>			
Intercoastal plates riveted to plating for <u>3/5 length</u>	<u>9</u>	<u>9</u>			
SIDE STRINGER Angle Irons <u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>	<u>6 4 9 6 4 9</u>			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above M. D. S. angle and to Gunwale 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 1/8 in. diameter, averaging 5 1/8 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 1/2 ins. from centre to centre.

" Butts of 4 Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 1/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 5 1/4 6 Breadth of laps of plating in single riveting Sil

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble No. of Breasthooks, 4 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates, Stockton, M. & Co. and B. & Co.

Manufacturer's name or trade mark, angles, Stockton, M. & Co. and B. & Co.

Builder's Signature, William Cunliffe & Sons Surveyor's Signature, Joseph Keen

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? *at the butts in a few cases only*

2 Masts, Bowsprit, Yards, &c., are *Iron & wood* 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 *please see sketch attached*

*A selected plate 7/16 bent cold with grain to 95°  
" " " " " " " " across " " 20 and 25°  
Made by Stockton Malleable Co.*

Letter 2		29, 226	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.											
No.		Chain	270	1 1/4	63 1/4 88 5/8	270.1 1/2	July 4/84	Bower Anchors	3605	34.1.9	31.18.0.14	34.0.0	July 7/84
Fore Top Sails,		State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.	Tested at R.W.C.P.S. by J. Hartnup										
Fore Topmast Stay Sails,		Steel Wire	75	4 1/4	* 35	75.4 1/2			3689	34.1.4	31.18.0.14	34.0.0	June 30/84
Main Sails,		or Hempen Strm	100	4	* 33	100.4			3591	29.2.0	28.5.0.0	29.0.0	July 2/84
Main Top Sails,		Cable	90	9 1/2		90.9 1/2			Tested at R.W.C.P.S. by J. Hartnup				
and		Towline, Hemp.	90	8		90.8							
		or Steel Wire											
		Hawser					* Tested by	Stream Anchor	3609	11.0.14	13.0.0.0/10	3.0	July 9/84
		Warp					Crossed & Speeding	Kedge	3536	5.1.7	7.14.0.7	5.2.0	June 10/84
		quality good						2nd Kedge	3548	2.2.14	5.2.2.0	2.2.0	12/84

Standing and Running Rigging *Iron & Rope* sufficient in size and *good* in quality. She has *3* Life Long Boats and *4* others total *7* 1/2

The Windlass is *Iron Patent* Capstan *6* Winches and Rudder *good* Pumps *good*.

Engine Room Skylights. How constructed? *Wood Sk L<sup>t</sup> on Bridge Cas* How secured in ordinary weather? *hand screws*

What arrangements for deadlights in bad weather? *Solid shutters fitted with Bulls eyes*

Coal Bunker Openings. How constructed? *Iron Coal L<sup>t</sup> plates* How are lids secured? *Screwed* Height above deck? *5 in*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports fitted in the iron Bulkheads*

Cargo Hatchways. How formed? *Iron Plates fitted in the usual manner*

State size Main Hatch *20ft. x 12ft.* Fore hatch *12ft x 10ft & 20 x 13ft* Quarter hatch *20 x 12ft and 8ft x 6ft*

If of extraordinary size, state how framed and secured? *Web frame Beams and efficient wood*

What arrangement for shifting beams? *fore and aft Carlings*

Hatches, If strong and efficient? *Solid and efficient.*

Order for Special Survey No. <i>3220</i>	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	<i>Built under S.S. and surveyed 1884 Feb 12 29 March</i>
Date <i>1<sup>st</sup> Sept 83</i>		2nd. On the plating during the process of riveting	<i>3510 11 14 14 26 28 31 April 13 10 14 21 22 25 29 May 15 18 12 16</i>
Order for Ordinary Survey No. <i>3221</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>20 22 26 24 30 June 6 9 10 12 16 14 19 21 26 24 30 July 13 5 9 11 14 15</i>
Date <i>1<sup>st</sup> Sept 83</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>14 21 22 23 25 29 30 31 August 2 5 6 7 8 11 13 15 18 22 25 26 24 28</i>
No. <i>156</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Sept 1 2 4</i>

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *Good*

*This Vessel has been built under Special Survey in accordance with the Rules and the accompanying Drawings. Three Decks Rule.*

*She has a Full Poop 28 ft long, a Top-gallant Forecastle 32 ft an open Bridge 74 feet i.e an open passage on each side.*

*She has a Deep Tank in the Fore-Hold strengthened as per enclosed Drawing 28 feet long containing 336 tons; an ordinary ballast Tank under Engines and Boilers 50 ft equal 141 tons; a Tank in the after Hold 80 ft equal 144 tons each tank has been pressed as per Rule and proved efficient.*

*State if one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, bridge, forecastle, and 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. Three Decks.*

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

Special *£ 89 : 7 : 0* 18<sup>th</sup> Sept 1884

(to be sent as per margin. Certificate ... *FRM 43 19V 1891* *FRM 16 OCT 1891*)

(Travelling Expenses, if any, £ *nil*).

Committee's Minute

Character assigned

*Joseph H. H.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register  
Foundation