

IRON SHIP.

SLD955 - 0289

1443

MONDAY 7 NOV 1887

No. 1443 Survey held at Underland Date, First Survey 2nd March 1887 Last Survey 3rd October 1887
 in the Iron Screw Steamer "Murrumbidgee" (Yard No. 228)

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

Master J. Mc Kenzie
 Built at Underland
 When built 1887 Launched 1-9-87
 By whom built Joseph L. Thompson & Sons
 Owners W. Lund
 Residence 8 Lewyns, Aldgate, London
 Port belonging to London
 Destined Voyage London to Load
 If Surveyed while Building, Afloat, or in Dry Dock. While building afloat and in dry dock

Dimensions of Ship per Register, length, 325 breadth, 40.25 depth, 25.9'

Length 325 **Breadth** 40.25 **Depth** 25.9'

Half Breadth (moulded) 19.125
Depth from upper part of Keel to top of Upper Deck Beams 29.91
Girth of Half Midship Frame (as per Rule) 45.00
1st Number 94.82
1st Number, if a 3-Decked Vessel deduct 7 feet 7.10
2nd Number 283.65
Proportions— Breadths to Length 8.11
 Depths to Length— Upper Deck to Keel 10.79
 Main Deck ditto 14.57

Tonnage 2836.09
Crew Space 92.06
Engine Room 904.55
Register Tonnage as cut on Beam 836.48

Flat Keel Plates, breadth and thickness 11 x 1 1/2
PLATES in Garboard Strakes, br'dth & thickness 40 12 36 12
 From Garboard to upper part of Bilges 11.12
 Of d'bling at Bilge, or increased thickness, and length applied 11.12
 From up. prt of Bilge to l.r. edge of Sh'rstrake 11.12
 Main Sheerstrake, breadth and thickness 40 13 40 13
 Of d'bling at Sh'stk. & lng. applied 40 13
 From M'n. to Up. or Spar Dk. Sh'rstrake 40 13
 Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss 40 13
 Butt Straps to outside plating, breadth & thickness 10 1/2 19 15 1/2 19 15 1/2
 Lengths of Plating Eight spaces of frame
 Shifts of Plating, and Stringers Two and three
 Gunwale Plate on ends of Awning, Spar, or
 Upper Deck Beams, breadth and thickness 46 10 46 10
 Angle Iron on ditto 4 1/2 9 4 1/2 9
 Tie Plates fore and aft, outside Hatchways 14 10 14 10
 Diagonal Tie Plates on Beams No. of Pairs 4
 Flat of Up., Spar, or Awning Dk. 4 x 1/2 inch
 How fastened to Beams Rivets and nut & screw bolts
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 46 1/2 9 46 1/2 9
 Is the Stringer Plate attached to the outside plating? Yes
 Angle Irons on ditto, No. 4 1/2 9 4 1/2 9
 Tie Plates, outside Hatchways 4 1/2 9 4 1/2 9
 Diagonal Tie Plates on Beams, No. of pairs 4
 Flat of Middle Deck* do. 4 1/2 9 4 1/2 9
 How fastened to Beams Rivets
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 1/2 9 4 1/2 9
 Is the Stringer Plate attached to the outside plating? Yes
 Angle Irons on ditto, No. 4 1/2 9 4 1/2 9
 Stringer or Tie Plates, outside Hatchways 4 1/2 9 4 1/2 9
 Flat of Lower Deck* 4 1/2 9 4 1/2 9
 Ceiling betwixt Decks, thickness and material 2" Pine battens
 in hold do. 2 1/2
 Main piece of Rudder, diameter at head 8 1/2
 do. at heel 4
 Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 6 No. per Rule 7
 Thickness of 2 1/2 x 5 1/2
 Height up to upper deck
 How secured to sides of ship Between double frames
 Size of Vertical Angle Irons 5 1/2 x 3 1/2 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes

The **FRAMES** extend in one length from Keel to flange plate to Gunwale
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above main deck stringer and to upper deck
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 3/8 in. diameter, averaging 3 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 4 1/2 thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 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 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 1/2 Breadth of laps of plating in single riveting 5 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double No. of Breasthooks, 2 Crutches, 2
 description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel Plates, Corbett & Co. Ltd. Iron Plates, Corbett & Co. Ltd. Iron Angles, Corbett & Co. Ltd.
 Manufacturer's name or trade mark, Corbett & Co. Ltd.
 The above is a correct description. Yes
 Builder's Signature, Joseph L. Thompson & Sons Surveyor's Signature, James Williams
 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, 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? *A few at the butts only*

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 hereto.*
Pieces from the plates of which these masts are formed have been tested, and have withstood the tests prescribed in the Rules.

NUMBER & LETTER for EQUIPMENT		SAILS.		CABLES, &c.		Fathoms	Inches	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .		Chain		Fore Sails,							Bower Anchors					
		Fore Top Sails,		Fore Topmast Stay Sails,							Stream Anchor					
		Main Sails,		Main Top Sails, and							Kedge					
											2nd Kedge					

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *Long* Boat and *Four* others.
The Windlass is *Emerson Walker & Thompson Patent Steam* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Iron or iron coverings* How secured in ordinary weather? *Hand screws*
What arrangements for deadlights in bad weather? *Seak flaps with bulls eyes*
Coal Bunker Openings.—How constructed? *Wrought iron* How are lids secured? *Hatch bars* Height above deck? *19' 2 1/2"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, Ports and Mooring pipes*
Cargo Hatchways.—How formed? *Iron plates and angles in usual manner.*
State size Main Hatch *24'-0" x 12'-0"* Forehatch *16'-0" x 12'-0"* Quarterhatches *20'-0" x 12'-0" & 16'-0" x 12'-0"*
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *A shifting beam in No. 1 & 4, two bolt plate beams in No. 2, and one bolt plate beam in No. 3. Three wood fore and afters in each*
Hatches, If strong and efficient? *3" fir, solid*

Order for Special Survey No. *3388* Date *12 Jan 89*
Order for Ordinary Survey No. *975* Date *✓*
No. *228* in builder's yard.
State dates of letters respecting this case *10th Feb, 9th Mar, 23rd May, 24th June, and 24th October 1887*

General Remarks (State quality of workmanship, &c.) *This three masted schooner rigged steel screw steamer has been built in accordance with the approved photo-prints of Midship Section and Profile and in general conformity with the Rules for the Class contemplated; and the workmanship throughout is very good. She has been built of steel manufactured by the Connell Steel & Iron Co. The Moulded & Ironman Long & Co.; and iron rivets have been used in her throughout.*

She has a Forecastle Bridge, and Prop of the following lengths respectively 4'-6", 90'-0" & 34'-0"
The Bower Anchors are of Mastersey Smith's patent, and they have been subjected to the usual drop test by Messrs H. & R. Boulds & Wilmshurst, and the marks on them correspond with the certificates issued by those gentlemen.

The Freeboard assigned in the Secretary's letter dated the 24th October 1887 has now been duly marked upon the ship's side in accordance with Circular No. 42 as follows:—
4' 0" top of wood deck amidships (in winter 3 1/2' no in summer 5' 0" no)
Height of fresh water mark above centre of keel 5' 2"

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Portland Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100A1 Steel*
The amount of the Entry Fee£ *5 : 0 : 0* is received by me, *AW*
Special£ *93 : 12 : 0* 4 Nov. 1887

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute
Character assigned *100A1 Steel*
TUESDAY 8 NOV 1887
28 Rs 13 Steel 1 pl Steel
3 lbs Bms
Call 1/2 lb Particulars appended 7/18
It is submitted that this vessel appears eligible for classed 100A1 Steel as recommended in the 10th clause above referred to be placed on 20 Rs (1 steel & 1 pl steel) 3 lbs Bms

Reference should be made to any correspondence connected with the case.

Certificate to be sent to

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