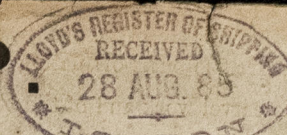


IRON SHIP.



91

No. 11 Survey held at Auckland Date, First SurveyLast Survey 25th June 1885On the SS Pelham

Master

ONNAGE under
Tonnage Deck
Ditto of Third, Spar,
or Awning Deck.
Ditto of Poop, or
Raised Qr. Dk.
Ditto of Houses
on Deck
Ditto of Forecastle
Gross Tonnage
Less Crew Space
Less Engine Room
Register Tonnage
as cut on Beam

238ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) Feet.

DEPTH from upper part of Keel to top of Upper Deck Beams

GIRTH of Half Midship Frame (as per Rule)

1st NUMBER

1st NUMBER, if a THREE-DECKED VESSEL

[deduct 7 feet

LENGTH

2nd NUMBER

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

Built at Nest Hartlepool, DurhamWhen built 1865 LaunchedBy whom built UnknownOwners Kennedy BrosPort belonging to HellingtonDestined Voyage Coastal

If Surveyed while Building, Afloat, or in Dry Dock.

Dry Dock & afloat

LENGTH on deck as per Rule .. Feet. Inches. BREADTH—Moulded .. Feet. Inches. DEPTH top of Floors to Upper Deck Beams .. Feet. Inches. Do. do. Main Deck Beams .. Feet. Inches. Power of Engines .. Horse. N°. of Decks with flat laid One N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 151 breadth, 23.2 depth, 14.0

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7.2	7.15/8
STEM, moulding and thickness	7.2	
STERN-POST for Rudder do. do.	7.4 1/4	
for Propeller	7.4 1/2	
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	
FRAMES, Angle Iron, for 2/3 length amidships	3	3
Do. for 1/3 at each end	3	3
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/2	14
thickness at the ends of vessel		16
depth at 2/3 the half-bdth. as per Rule		16
height extended at the Bilges		16
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	43	46
Single or double Angle Iron on Upper edge	4 1/2	4 1/2
Average space		4 1/2
BEAMS, Main, or Middle Deck	4 1/2	4 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4 1/2
Single, or double Angle Iron, on Upper Edge	4 1/2	4 1/2
Average space		4 1/2
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10 1/2	10 1/2
Single or double Angle Iron on Upper Edge	3	3
Average space		3
KEELSONS Centre line, single or double plate,	10 1/2	10 1/2
" Rider Plate		
" Bulb Plate to Intercoastal Keelson		
" Angle Irons		
" Double Angle Iron Side Keelson		
" Side Intercoastal Plate		
" do. Angle Irons	3	3
" Attached to outside plating with angle iron		
BILGE Angle Irons	3	3
" do. Bulb Iron		
" do. Intercoastal plates riveted to plating for length		
BILGE STRINGER Angle Irons	3	3
Intercoastal plates riveted to plating for length		
SIDE STRINGER Angle Irons	3	3

	Inches. In Ship.	16ths. In Ship.	Inches. Required	16ths. Required
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	8 1/6			
fm up. part of Bilge to lr. edge of Sh'rstrake				
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	8 1/6			
Butt Straps to outside plating, breadth & thickness	10"	9 1/6		
Lengths of Plating	5'-6"			
Shifts of Plating, and Stringers				
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness				
Angle Iron on ditto				
Tie Plates fore and aft, outside Hatchways	9	8 1/6		
Diagonal Tie Plates on Beams No. of Pairs,	8 1/2	8 1/6		
Planksheer material and scantling				
Waterways do. do.	22	8 1/6		
Flat of Upper Deck do. do.	3			
How fastened to Beams	7 1/2			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	22	8 1/6		
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. one				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs	14			
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	18 1/4	6 1/6		
Is the Stringer Plate attached to the outside plating?	20			
Angle Irons on ditto, No. one	3	3 1/2 5/6		
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material				
in hold do. do.				
Main piece of Rudder, diameter at head	4			
do. at heel	2			
Can the Rudder be unshipped afloat?				
Bulkheads No. 5 Thickness of 2 new ones		6 1/6		
Height up to the Main Deck				
How secured to sides of ship				
Size of Vertical Angle Irons	3-3			
and distance apart				
Are the outside Plates doubled two spaces of Frames in length?	13			

Transoms, material. Knight-heads. Hawse Timbers. IronWindlass Patent Pall Bitt Brought iron

The FRAMES extend in one length from to Riveted through plates with in. Rivets, about apart.

The REVERSED ANGLE IRONS on floors and frames extend middle line to and to alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? And butts properly shifted?

PLATING. Garboard, double riveted to Keel with rivets in. diameter, averaging ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets in. diameter, averaging ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets in. diameter averaging ins. from centre to centre.

Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets in. diameter, averaging ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in. diameter, averaging 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Same as when built and classedWaterway, how secured to Beams Same as when built (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Gunsels to Frames & rivetted to No. of Breasthooks, 2 Crutches,Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? waterway plate.Manufacturer's name or trade mark, B.B.H.

The above is a correct description.

Builder's Signature, Surveyor's Signature, M. J. Play Int

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

Workmanship. Are the butts of plating planed or otherwise fitted? chipped where renewed
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 in all new work
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 Pine & 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 55 ft wood all in one with pole, fore & aft canvas

NUMBER for EQUIPMENT			Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule. Ex. Stock.	Test req'd per Rule. Ex. Stock.
SAILS.			105	15 1/6		195. 1 1/6	22 3/4	Bowers	2	13 1/2		10	12
CABLES, &c.			90	13 1/6					1	8 2 1/8	10.13		
Chain													
Fore Sails,													
Fore Top Sails,													
Fore Topmast Stay Sails			100	10"									
Hmpn Strm Cbl			50	4									
Hawser ...													
Main Sails,			100	5 1/2									
Towlines ...			100	4									
Main Top Sails,			100	3									
Warp ...			100										
quality			100										
and													

Standing and Running Rigging wire & rope sufficient in size and good in quality. She has one Life Boat and one jolly boat
The Windlass is Patent Capstan nil and Rudder Good Pumps H Iron
Engine Room Skylights.—How constructed? Carried up to Saloon Deck How secured in ordinary weather? Quadrants & skylights
What arrangements for deadlights in bad weather? side lights
Coal Bunker Openings.—How constructed? Central short on How are lids secured? Watches & Combing Height above deck? Eight inches
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Four ports. 10 Scuppers

Cargo Hatchways.—How formed? Two feet six inch Iron combings. Two shifting beams double angle iron nuts &c
State size Main Hatch 24 x 12 Forehatch 8' x 8' 6" Quarterhatch 13' x 4' 10"
If of extraordinary size, state how framed and secured Two feet six inch combings. Two shifting beams double angle iron - nuts and
What arrangement for shifting beams? Two shifting beams and double angle iron
Hatches, If strong and efficient? Yes

Order for Special Survey No. _____
Date _____
Order for Ordinary Survey No. _____
Date _____
No. _____ 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

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

Classed in Register Book of 1883 A. 1.
as you will have the survey in the hull of this vessel. I can
certify that all defects were removed as described in attached
document: all the work of the alterations is substantial
I leave the Committee to append the figure.
I will record that the vessel will not be safe
unless she has 90 tons of weight in her bottom. to counteract
the weight of houses on deck as she is "crank"
as follows. her present water tank. - 35 tons
say Cargo or ballast - 55 -
Total - 90 tons will make her safe

The Deck Length of Saloon deck 40 ft 11 in. Forecastle 24 ft Smoking House 11 ft 4 in built on main deck
State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.
One main deck.
How are the surfaces preserved from oxidation? Inside Red lead Outside Red lead and paint

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

The amount of the Entry Fee ... £ 2 : : is received by me, M.C.
Special ... £ 14 : : 30 June 1885
Certificate ... : :
(Travelling Expenses, if any, £ _____).

Committee's Minute FRIDAY 11 SEPT 1885 18

Character assigned

Ln 16/9/05

S.S. No 3-83