

# IRON SHIP

No. 5992 Survey held at Port of Hull Date, First Survey Apr 8<sup>th</sup> Last Survey 7<sup>th</sup> Sept 1886  
On the Iron Steam Steamer "New Zealand"

|   |  |  |
|---|--|--|
| <b>TONNAGE</b> under Tonnage Deck <u>179.42</u>   | <b>ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.</b> | Master <u>Richardson</u>   |
| Ditto of Third, Spar, or Awning Deck. <u>6.42</u> | <b>Half Breadth</b> (moulded) <u>11.0</u>                                      | Built at <u>Hull</u>   |
| Ditto of Poop, or Raised Gr. Dk. <u>38</u>        | <b>Depth</b> from upper part of Keel to top of Upper Deck Beams <u>12.83</u>   | When built <u>1886</u> Launched <u>June</u>                                    |
| Ditto of Houses on Deck <u>5.17</u>               | <b>Girth</b> of Half Midship Frame (as per Rule) <u>18.75</u>                  | By whom built <u>Cochrane &amp; Co.</u>  |
| Ditto of Forecastle <u>191.39</u>                 | <b>1st Number</b> <u>42.58</u>   | Owners <u>Hull Steam Fishing &amp; Cold Storage Co.</u>                        |
| Gross Tonnage <u>12.39</u>                        | <b>1st Number, if a 3-Decked Vessel</b> deduct 7 feet                          | Residence <u>Hull</u>  |
| Less Crew Space <u>74.12</u>                      | <b>Length</b> <u>112.0</u>   | Port belonging to <u>Hull</u>  |
| Less Engine Room <u>101.88</u>                    | <b>2nd Number</b> <u>47.68</u>   | Destined Voyage <u>Fishing grounds &amp;c</u>                                  |
| Register Tonnage as cut on Beam <u>101.88</u>     | <b>Proportions</b> — Breadths to Length <u>5.0</u>                             | If Surveyed while Building, Afloat, or in Dry Dock. <u>Building and afloat</u> |
|   | Depths to Length—Upper Deck to Keel <u>8.7</u>                                 |  |
|   | Main Deck ditto <u>—</u>   |  |

|  |   |  |  |                  |  |
|--|---|--|--|------------------|--|
| <b>LENGTH</b> on deck as per Rule <u>112 0</u>   | <b>BREADTH</b> — Moulded... <u>22 0</u> | <b>DEPTH</b> top of Floors to Upper Deck Beams <u>11 6</u><br>Do. do. Main Deck Beams <u>—</u> | Power of Engines <u>50</u>   | Horse. <u>50</u> | N <sup>o</sup> . of Decks with flat laid <u>one</u><br>N <sup>o</sup> . of Tiers of Beams <u>one</u> |
| Dimensions of Ship per Register, length, <u>117.0</u> breadth, <u>22.15</u> depth, <u>11.3</u> Moulded depth = <u>12' 4"</u> |   |  |  |                  |  |
| <b>KEEL</b> , depth and thickness <u>Hull</u>  | Inches in Ship <u>7 1/2</u>             | Inches per Rule <u>7 1/2</u>   | <b>Flat Keel Plates</b> , breadth and thickness <u>30 7 30 7</u>                                     |                  |  |
| <b>TEMP</b> , moulding and thickness <u>—</u>  | <u>7 1/2</u>                            | <u>7 1/2</u>   | <b>PLATES</b> in Garboard Strakes, br'dth & thickness <u>30 7 30 7</u>                               |                  |  |
| <b>TERN-POST</b> for Rudder do. do. <u>—</u>   | <u>6 1/2</u>                            | <u>6 1/2</u>   | From Garboard to upper part of Bilges <u>6 6</u>   |                  |  |
| " " for Propeller <u>—</u>   | <u>6 1/2</u>                            | <u>6 1/2</u>   | Of d'bling at Bilge, or increased thickness, and length applied <u>9 1/2</u> from stem               |                  |  |
| Distance of Frames from moulding edge to moulding edge, all fore and aft <u>—</u>  | <u>20 inches</u>                        | <u>20 inches</u>   | From up. prt of Bilge to l. edge of Sh'rstrake <u>6 1/2 6 1/2</u>                                    |                  |  |
|  |   |  | Main Sheerstrake, breadth and thickness <u>30 7 30 7</u>   |                  |  |
|  |   |  | Of d'bling at Sh'stk. & lng. applied <u>—</u>  |                  |  |
| <b>FRAMES</b> , Angle Iron, for 3/4 length amidships <u>—</u>  | <u>3 2 1/2 5</u>                        | <u>3 2 1/2 5</u>   | From M'n. to Up. or Spar Dk. Sh'rstrake <u>—</u>   |                  |  |
| Do. for 1/2 at each end <u>—</u>   | <u>3 2 1/2 5</u>                        | <u>3 2 1/2 5</u>   | Up. or Spar Dk. Sh'rstrake, br'dth & thckn's <u>—</u>  |                  |  |
| <b>REVERSED FRAMES</b> , Angle Iron <u>—</u>   | <u>2 1/2 2 1/2 4</u>                    | <u>2 1/2 2 1/2 4</u>   | Butt Straps to outside plating, breadth & thickness <u>10 1/8 8 10 1/8 8</u>                         |                  |  |
| <b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships <u>—</u>                            | <u>16 7 1/2 16</u>                      | <u>16 7 1/2 16</u>   | Lengths of Plating <u>11 1/4 8 11 1/4 8</u>  |                  |  |
| thickness at the ends of vessel <u>—</u>   | <u>—</u>                                | <u>—</u>   | Shifts of Plating, and Stringers <u>3 1/4 3 1/4</u>  |                  |  |
| depth at 3/4 the half-bdth. as per Rule <u>—</u>   | <u>—</u>                                | <u>—</u>   | Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness <u>2 3 6 2 3 6</u> |                  |  |
| height extended at the Bilges <u>—</u>   | <u>—</u>                                | <u>—</u>   | Angle Iron on ditto <u>3 1/2 3 1/2 6 3 1/2 6</u>   |                  |  |
| <b>BEAMS</b> , Upper, Spar, or Awning Deck <u>—</u>  | <u>5 1/2 3 7 5 1/2 3 7</u>              | <u>5 1/2 3 7 5 1/2 3 7</u>   | Tie Plates fore and aft, outside Hatchways <u>4 6 4 6</u>  |                  |  |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Diagonal Tie Plates on Beams No. of Pairs <u>—</u>   |                  |  |
| Single or double Angle Iron on Upper edge <u>—</u>   | <u>40 inches</u>                        | <u>40 inches</u>   | Flat of Up., Spar, or Awning Dk. <u>3 1/2 3 1/2</u>  |                  |  |
| Average space <u>—</u>   | <u>—</u>                                | <u>—</u>   | How fastened to Beams <u>—</u>   |                  |  |
| <b>BEAMS</b> , Main, or Middle Deck <u>—</u>   | <u>—</u>                                | <u>—</u>   | Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness <u>—</u>                  |                  |  |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Is the Stringer Plate attached to the outside plating? <u>—</u>                                      |                  |  |
| Single, or double Angle Iron, on Upper Edge <u>—</u>   | <u>—</u>                                | <u>—</u>   | Angle Irons on ditto, No. <u>—</u>   |                  |  |
| Average space <u>—</u>   | <u>—</u>                                | <u>—</u>   | Tie Plates, outside Hatchways <u>—</u>   |                  |  |
| <b>BEAMS</b> , Lower Deck <u>—</u>   | <u>—</u>                                | <u>—</u>   | Diagonal Tie Plates on Beams, No. of pairs <u>—</u>  |                  |  |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Flat of Middle Deck do. do. <u>—</u>   |                  |  |
| Single or double Angle Iron on Upper Edge <u>—</u>   | <u>—</u>                                | <u>—</u>   | How fastened to Beams <u>—</u>   |                  |  |
| Average space <u>—</u>   | <u>—</u>                                | <u>—</u>   | Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <u>—</u>                                  |                  |  |
| <b>BEAMS</b> , Hold, or Orlop <u>—</u>   | <u>—</u>                                | <u>—</u>   | Is the Stringer Plate attached to the outside plating? <u>—</u>                                      |                  |  |
| Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Angle Irons on ditto, No. <u>—</u>   |                  |  |
| Single or double Angle Iron on Upper Edge <u>—</u>   | <u>—</u>                                | <u>—</u>   | Stringer or Tie Plates, outside Hatchways <u>—</u>   |                  |  |
| Average space <u>—</u>   | <u>—</u>                                | <u>—</u>   | Flat of Lower Deck <u>—</u>  |                  |  |
| <b>KEELSONS</b> Centre line, single or double plate, box, or Intercostal, Plates <u>—</u>                                    | <u>8 8 8 8</u>                          | <u>8 8 8 8</u>   | Ceiling betwixt Decks, thickness and material <u>2 1/2 2 1/2</u>                                     |                  |  |
| " Rider Plate <u>—</u>   | <u>—</u>                                | <u>—</u>   | " in hold do. do. <u>3 1/2 3 1/2</u>   |                  |  |
| " Bulb Plate to Intercostal Keelson <u>—</u>   | <u>—</u>                                | <u>—</u>   | Main piece of Rudder, diameter at head <u>2 2</u>  |                  |  |
| " Angle Irons <u>—</u>   | <u>4 4 8 4 4 8</u>                      | <u>4 4 8 4 4 8</u>   | do. at heel <u>—</u>   |                  |  |
| " Double Angle Iron Side Keelson <u>—</u>  | <u>—</u>                                | <u>—</u>   | Can the Rudder be unshipped afloat? <u>Yes</u>   |                  |  |
| " Side Intercostal Plate <u>—</u>  | <u>—</u>                                | <u>—</u>   | Bulkheads No. <u>3</u> No. per Rule <u>3</u>   |                  |  |
| " do. Angle Irons <u>—</u>   | <u>—</u>                                | <u>—</u>   | Thickness of <u>4 1/2</u>  |                  |  |
| " Attached to outside plating with angle iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Height up <u>to main deck</u>  |                  |  |
| <b>BILGE</b> Angle Irons <u>—</u>  | <u>3 3 6 3 3 6</u>                      | <u>3 3 6 3 3 6</u>   | How secured to sides of ship <u>by double frames</u>   |                  |  |
| " do. Bulb Iron <u>—</u>   | <u>—</u>                                | <u>—</u>   | Size of Vertical Angle Irons <u>3 1/2 3 1/2 7 1/2</u> and distance apart <u>30</u> ins.              |                  |  |
| " do. Intercostal plates riveted to plating for length <u>—</u>  | <u>—</u>                                | <u>—</u>   | Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>                            |                  |  |
| <b>BILGE STRINGER</b> Angle Irons <u>—</u>   | <u>—</u>                                | <u>—</u>   |  |                  |  |
| Intercostal plates riveted to plating for length <u>—</u>  | <u>—</u>                                | <u>—</u>   |  |                  |  |
| <b>SIDE STRINGER</b> Angle Irons <u>—</u>  | <u>—</u>                                | <u>—</u>   |  |                  |  |

The **FRAMES** extend in one length from Hull to Quinnale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper turn of Bilge and 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 7/8 in. diameter, averaging 4 1/2 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

" **Butts of** one Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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**, double riveted for all length amidships. **Butts of Upper or Spar Sheerstrake**, treble riveted — length amidships.

" **Butts of Main Stringer Plate**, double riveted for all length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for — length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? — No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates, West's Blackton

Manufacturer's name or trade mark, Anglo, South Blackton Iron Co.

The above is a correct description. Cochrane & Co. Surveyor's Signature. James McNeil 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? *No*

Masts, Bowsprit, Yards, &c., are *Throughout 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 *(Wood)*

| NUMBER & LETTER for EQUIPMENT |                          | CABLES, &c.  |          | 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 <sup>o</sup> .              | SAILS.                   | Chain.   | Fathoms. | Inches.               |                   |   |          |     |                    |                      |                       |   |
|                               |                          | (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.) |          |                       |                   |   |          |     |                    |                      |                       |   |
|                               | Fore Sails,              | Iron Stream Chain  | 165      | 7/8                   | 2078, 13 3/4      | 13/16   |          |     |                    |                      |                       |   |
|                               | Fore Top Sails,          | or Steel Wire  | 45       | 9/16                  | 3, 1500           | 9/16  |          |     |                    |                      |                       |   |
|                               | Fore Topmast Stay Sails, | or Hempen Strm Cable   | 150      | 3 1/2                 | Steel wire hawl   |   |          |     |                    |                      |                       |   |
|                               |                          |  | 48       | 2 1/4                 | Steel wire Riddle |   |          |     |                    |                      |                       |   |
|                               | Main Sails,              | Towline, Hemp  | 60       | 6"                    | Hawser            | 6"  |          |     |                    |                      |                       |   |
|                               |                          | or Steel Wire  | 120      | 5"                    | "                 | 4"  |          |     |                    |                      |                       |   |
|                               | Main Top Sails, and      | Hawser   | 1        |                       |                   |   |          |     |                    |                      |                       |   |
|                               |                          | Warp   | 120      | 3                     |                   |   |          |     |                    |                      |                       |   |
|                               |                          | quality  | 40       | 1 1/2                 | line              |   |          |     |                    |                      |                       |   |

Standing and Running Rigging *Wire and Hemp* sufficient in size and *Good* in quality. She has *one* Long Boat and *Good*  
The Windlass is *Iron*, *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron Cornings* How secured in ordinary weather? *---*

What arrangements for deadlights in bad weather? *Strong glass bullseyes*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Locked* Height above deck? *15"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three (3) hinged ports 18" x 7 1/2", and four (4) Scuppers on each side*

Cargo Hatchways.—How formed? *Iron Cornings*

State size Main Hatch *Small* Forehatch *Small* Quarterhatch *Small*

If of extraordinary size, state how framed and secured? *"*

What arrangement for shifting beams? *"*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *350*

Date *27/2/86*

Order for Ordinary Survey No. *---*

Date *---*

No. *13* 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

*Built under Special Survey and surveyed under 1885. Apr. 8. May 18. 25 June 19. July 3. 13. 19. 23. Aug. 4. Sep. 7.*

State dates of letters respecting this case *31/3/86*

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

*This one decked Iron Gun Steamer has been built under Special Survey, in accordance with the accompanying approved sketch of Midship Section, and the Secretary's letter of 31<sup>st</sup> March 86; also in other respects with the Rules for the 100. A. Class.*

*The Iron work is efficiently protected from oxidation by Cement and Paint, and the workmanship throughout is good.*

*Referring to the Builder's letter attached relating to the matter of dispensing with the word "Gawler", I beg to submit the case as worthy of the Committee's favourable consideration.*

*The Steam chain does not appear to have been tested; but the Builder and Owner desire me to submit the equipment supplied as efficient.*

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100. A. 1.*

The amount of the Entry Fee .....£ *1* : : : is received by me, *W. S.*

Special .....£ *9* : *11* : : *3/8* 18 *86*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ *1. 8. 0*.)

Committee's Minute

Character assigned

FRIDAY 10 SEPT 1886

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

*The equipment is in accordance with the requirements of the rules for the gunner except that the steam chain does not appear to have been tested in other respects the vessel appears well to be classed 100A.1 as recommended.*

15K

Lloyd's Register Foundation

107/9/86