

## IRON SHIP.

12818

No. 6563 Survey held at Port Glasgow Date, First Survey 4<sup>th</sup> August 1843 Last Survey 2<sup>nd</sup> June 1844  
On the Ship "Canterbury" Yard Number 46 Master Strachan Rec'd 11/6/74

TONNAGE under Tonnage Deck 1126.39 ONE, OR TWO DECKED, THREE DECKED VESSEL.  
Ditto of Third, Spar, or Awning Deck. 113.65 SPAR, OR AWNING DECKED VESSEL.  
Ditto of Poop, 23.42 HALF BREADTH (moulded)... 14.9  
Ditto of Houses on Deck... 45.04 DEPTH from upper part of Keel to top of Upper Deck Beams 23.16  
Gross Tonnage 1308.50 GIRTH of Half Midship Frame (as per Rule) 34.56  
Less Crew Space 63.19 1st NUMBER 45.62  
Less Engine Room 1245.31 1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet 228.58  
Register Tonnage as cut on Beam 1245.31 LENGTH 228.58  
2nd NUMBER 14.285  
PROPORTIONS—Breadths to Length 6.38  
Depths to Length—Upper Deck to Keel 9.84  
Main Deck ditto 9.84

Built at Port Glasgow  
When built 1843: 4/4 Launched 5<sup>th</sup> May 44  
By whom built Robert Duncan & Co  
Owners Albion Shipping Co  
Port belonging to Glasgow  
Destined Voyage New Zealand  
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule 228.58 BREADTH—Moulded... 35.8 DEPTH top of Floors to Upper Deck Beams 21.1 Power of Engines 3 Horse. 3 No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 239.45 breadth, 36.05 depth, 20.8

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 22	9 x 22
STEM, moulding and thickness	8 1/2 x 22	8 1/2 x 22
STERN-POST for Rudder do. do.	8 1/2 x 22	8 1/2 x 22
for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3
Do. for 1/4 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 1/2	23 1/2
thickness at the ends of vessel	8 1/2	8 1/2
depth at 1/4 the half-bdth. as per Rule	12	11 3/4
height extended at the Bilges	40	4 1/2
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron		
Single or double Angle Iron on Upper edge		
Average space		
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3
Average space	48	48
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3
Average space	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16	16
" Rider Plate	9	10
" Bulb Plate to Intercostal Keelson	9	9
" Angle Irons	5 x 4	5 x 4
" Double Angle Iron Side Keelson	5 x 4	5 x 4
" Side Intercostal Plate	20	8
" do. Angle Irons	5 x 4	5 x 4
" Attached to outside plating with angle iron	5 x 4	5 x 4
BILGE Angle Irons	5 x 4	5 x 4
" do. Bulb Iron	5 x 4	5 x 4
" do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons	5 x 4	5 x 4
Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons in line with Decks	3 x 3	3 x 3

Transoms, material. Knight-heads. Hawse Timbers. Spruce  
Windlass Spruce Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 1/8 in. Rivets, about 4 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold Beam Stringer and to Main Deck 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 1/2 in. diameter, averaging 52 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 32 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 32 ins. from centre to centre.  
Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 10 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 32 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 32 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 10 length amidships.  
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 10 length.  
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
Waterway, how secured to Beams Spruce (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 5 Crutches, 5  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Angle & Bulb Cast Plates—Middlesbrough & Newport

The above is a correct description.  
Builder's Signature, Robert Duncan & Co Surveyor's Signature, H. B. O. A. S.



Workmanship. Are the butts of plating planed or otherwise fitted? Planed 128 18 1/2 in  
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? A few

Masts, Bowsprit, Yards, &c., are Sprun 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 Main Mast 82' 6" dia 29" Main Mast 85' 9" dia 29" Mizzen 78' 9" dia 26" Bowsprit 35' 5" dia 29"

Masts and Bowsprit in three plates 8/16 tapering to 1/16 seams double riveted, and butts treble and double riveted, and in way of wedging, plates doubled. Bowsprit has three angle irons 5 x 4 x 9/16 all throughout.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight, Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup>	SAILS.	CABLES, &c.	135	1 1/2	592 B. \$8220	240 1/2 Tons	Bowers	1164	33' 0" 4	30' 18" 0" 0	32' 0" 0	30' 30
2	Fore Sails,	Chain	135	1 1/2	592 B. \$8220	146	Stream	1	12' 3" 22	13' 0" 0	6' 2" 0	3' 1" 0
2	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135	1 1/2	592 B. \$8220	146	Kedges	1	6' 1" 16	6' 2" 0	3' 1" 0	
2	Fore Topmast Stay Sails	Chester Proving House, 1 <sup>st</sup> May 1874	45	1	1	1						
2	Main Sails,	Imp Strm Cbl	90	9/2	92	6						
2	Main Top Sails,	Hawser	90	10	10	6						
	and others as usual.	Towlines	90	6	6	6						
		Warp	90	6	6	6						
		quality good										

Standing and Running Rigging Wire & Hempen sufficient in size and good in quality. She has Two Boats and four others  
The Windlass is Patent Capstan Efficient and Rudder Efficient Pumps Patent

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways. How formed? Sprun Hemings 15" high  
State size Main Hatch 12' 0" x 10' 0" Fore hatch 4' 0" x 6' 0" Quarter hatch 4' 0" x 6' 0"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? None

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>649</u>	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	<u>Built under S.S. and surveyed 1873 - August 4, 16, September 2, 5, 11, 16, 23, 26, October 4, 9, 15, 21, 25, 29, November 4,</u>
Date <u>4<sup>th</sup> August 1873</u>		2nd. On the plating during the process of riveting	<u>September 2, 5, 11, 16, 23, 26, October 4, 9, 15, 21, 25, 29, November 4,</u>
Order for Ordinary Survey No. <u>649</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>5, 10, 12, 21, 24, 26, 29, December 4, 10, 16, 26, 1874 - Jan'y 4, 10,</u>
Date <u>4<sup>th</sup> August 1873</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>14, 24, 31, February 4, 10, March 9, 16, 21, 25, 30, April 9, 16,</u>
No. <u>46</u> in builder's yard.		5th. After the ship was launched and equipped	<u>22, 30, May 4, 8, 16, 21, 22, 29, June 2,</u>

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

This Vessel has been built in conformity with the Rules, and midship section appended to Report of Survey on Sister Ship - "Dunedin" N. 6520. - additional strength has been fitted in way of Full Poop as per Rule in consideration of its being over one fourth the length of the Vessel. - The materials and workmanship are of the very best description.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin, of raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above Belges & Red lead Outside 3 Coats of Red lead & One of Patent Composition on Bottom.

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

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

June 1874 Special ... £ 56 : 2 : 6 8<sup>th</sup> June 1874

Certificate ... £ 61 : 2 : 6

(Travelling Expenses)

(if any) £

Committee's Minute 12<sup>th</sup> June 1874

Character assigned 100 A. 1

AOEP IBW

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