

IRON SHIP.

No. 6629 Survey held at Port Glasgow Date, First Survey 26th November 1843 Last Survey 22nd September 1844

On the Ship Nelson Yard Number 82 Master M. Anderson

TONNAGE under Deck } 1125.65 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck } SPAR, OR AWNING DECKED VESSEL.

Ditto of Poop, or Raised Quarter Deck } 116.81 HALF BREADTH (moulded) 17.9

Ditto of Houses on Deck 23.20 DEPTH from upper part of Keel to top of Upper Deck Beams 23.76

Ditto of Forecastle 14.23 GIRTH of Half Midship Frame (as per Rule) 34.56

Gross Tonnage 1309.89 1st NUMBER 45.62

Less Crew Space 62.53 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet

Less Engine Room 1247.36 LENGTH 228.58

Register Tonnage (as cut on Beam) 1244.36 2nd NUMBER 14285

PROPORTIONS—Breadths to Length 6.38

Depths to Length—Upper Deck to Keel

Main Deck ditto 9.84

Built at Port Glasgow

When built 1844 Launched 15th August 44

By whom built R. Duncan & Co.

Owners Albion Shipping Co.

Port belonging to Glasgow

Destined Voyage New Zealand

Surveyed while Building, Afloat, or in Dry Dock.

Official Number 41668

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 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 229.3 breadth, 36 depth, 20.45

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

	Inches in Ship	16ths in Ship	Inches required	16ths required
Flat Keel Plates, breadth and thickness	36	11	36	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	11	36	11
fin up. part of Bilge to Ir. edge of Sh'rstrake	10	10	10	10
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	40	12	40	12
Butt Straps to outside plating, breadth & thickness	11	11	11	11
Lengths of Plating	11	11	11	11
Shifts of Plating, and Stringers	11	11	11	11
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	11	11	11	11
Angle Iron on ditto	11	11	11	11
Tie Plates fore and aft, outside Hatchways	11	11	11	11
Diagonal Tie Plates on Beams No. of Pairs	11	11	11	11
Planksheer material and scantling	11	11	11	11
Waterways do. do.	11	11	11	11
Flat of Upper Deck do. do.	11	11	11	11
How fastened to Beams	11	11	11	11
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	32	10	32	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. One	5 x 4	9	5 x 4	9
Tie Plates, outside Hatchways	10 1/2	10	10 1/2	10
Diagonal Tie Plates on Beams, No. of pairs	6	10	6	10
Waterways materials and scantling	11	11	11	11
Flat of Middle Deck do. do.	11	11	11	11
How fastened to Beams	11	11	11	11
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams (from inside of frame)	24 1/2	9	24 1/2	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. Two	4 x 4	9	4 x 4	9
Stringer or Tie Plates, outside Hatchways	10 1/2	9	10 1/2	9
Flat of Lower Deck	3	3	3	3
Ceiling betwixt Decks, thickness and material in hold do.	2 1/2	3	2 1/2	3
Main piece of Rudder, diameter at head do. at heel	6	3	6	3
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. One Thickness of 6/16 Height up to Main Deck	6/16		6/16	
How secured to sides of ship	Double frames & broad lines			
Size of Vertical Angle Irons 3 x 3 x 7/16 and distance apart 30 ins.	3 x 3 x 7/16	30	3 x 3 x 7/16	30
Are the outside Plates doubled two spaces of Frames in length?	Yes			

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

The FRAMES extend in one length from Keel to Gunwale 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 1/8 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 1/16 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 length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
Waterway, how secured to Beams Spruce Cutter (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. American Cast Iron Plates - Penarth & Mossend.

The above is a correct description of the ship.
Builder's Signature, R. Duncan & Co. Surveyor's Signature, H. J. Wood.

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? A few 13546 Iron

Masts, Bowsprit, Yards, &c., are Iron 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 Fore Mast 82 ft dia 2 1/2, Main 85 ft dia 2 1/2, Mizzen 84 ft dia 2 1/2, Bowsprit 35 ft dia 2 1/2

Masts and Bowsprit in three plates 3/16 thick 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.

No.	SAILS.	CABLES	Fathoms.	Inches.	Test per Certificate.	Lgh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	240 1/2	59 1/2		1428	32.2.7	30.10.3.0	32.0.0.0	30 1/2
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	1 1/2	59 1/2		1429	32.0.10	30.14.1.0	32.0.0.0	30 1/2
	Fore Topmast Stay Sails												
	Main Sails,	Hanna Strm Cbl	75	1									
	Main Top Sails,	Hawser ...	90	9 1/2									
	Main Top Sails,	Towlines ...	90	10									
	and others as usual	Warp ...	90	6									

Standing and Running Rigging Wire & Hempen sufficient in size and good in quality. She has Two Boats and four others
 The Windlass is Patent Capstans and Rudder efficient Pumps 2 Patent
 Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? Patent

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? Iron beamings 15" high

State size Main Hatch 12' 0" x 11' 0" Forehatch 7' 0" x 6' 0" Quarterhatch 7' 0" x 6' 0"

If of extraordinary size, state how framed and secured? Patent

What arrangement for shifting beams? Patent

Hatches, If strong and efficient? Yes

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.
653	24 October 1873			82

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 No. 6520.—Dunedin.—; 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 workmanship and materials are of the very best description.—

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

How are the surfaces preserved from oxidation? Inside Portland Cement & Belgian Red Outside 3 Coats of Red Lead Paint & Lead above. One off 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,

Special ... £ 56 : 3 : 6 25 Sept 1874

Certificate ... £ 0 : 0 : 0

(Travelling Expenses) (if any) £ £ 61 : 3 : 6

Committee's Minute 29th September 1874

Character assigned 100 A 1

AICT
TRW

