

IRON SHIP.

13653

Rev 28/11/74

No. 6662 Survey held at Greenock & Glasgow Date, First Survey 24th January Last Survey 17th November 1844.

On the Ship "Camarii" Yard Number 1158 Master Stewart

Tonnage under Deck	1166.12
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Deck	124.64
Ditto of Houses on Deck	23.58
Ditto of Forecastle	46.86
Gross Tonnage	1361.20
Less Crew Space	58.41
Less Engine Room	
Register Tonnage as out on Beam	1305.89

ONE, OR TWO DECKED, THREE DECKED VESSEL.	
SPAR, OR AWNING DECKED VESSEL.	
HALF BREADTH (moulded)	14.92
DEPTH from upper part of Keel to top of Upper Deck Beams	23.25
GIRTH of Half Midship Frame (as per Rule)	34.5
1st NUMBER	45.64
1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet	
LENGTH	230.
2nd NUMBER	14404
PROPORTIONS—breadths to Length	
Depths to Length—Upper Deck to Keel	6.4
Main Deck ditto	9.8

Built at Greenock
 When built 1844 Launched 26 October 44.
 By whom built Scott & Co.
 Owners Allison Shipping Co.
 Port belonging to Glasgow
 Destined Voyage New Zealand
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	230.0	BREADTH—Moulded	35.84	DEPTH top of Floors to Upper Deck Beams	21.25	Power of Engines	3	Horse	3	N° of Decks with flat laid	Two	N° of Tiers of Beams	Two
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	Inches in Ship	Inches per Rule	16ths required	Inches in Ship	Inches per Rule	16ths required
KEEL, depth and thickness	9 x 22	9 x 22	8	9 x 22	9 x 22	8
STEM, moulding and thickness	8 1/2 x 22	8 1/2 x 22	8	8 1/2 x 22	8 1/2 x 22	8
STERN-POST for Rudder do. do. for Propeller	8 1/2 x 22	8 1/2 x 22	8	8 1/2 x 22	8 1/2 x 22	8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	8	24	24	8
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	4 1/2 x 3	4 1/2 x 3	8	4 1/2 x 3	4 1/2 x 3	8
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	8	3 x 3	3 x 3	8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	23 1/2 x 9	23 1/2 x 9	8	23 1/2 x 9	23 1/2 x 9	8
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8	8 1/2 x 8	8	8 1/2 x 8	8 1/2 x 8	8
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	8	3 x 3	3 x 3	8
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 8	8 1/2 x 8	8	8 1/2 x 8	8 1/2 x 8	8
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, 8 1/2 x 10, 5 x 4, 5 x 4, 20 1/2 x 8, 5 x 4	16 x 12, 8 1/2 x 10, 5 x 4, 5 x 4, 20 1/2 x 8, 5 x 4	12, 10, 9, 9, 8, 9	16 x 12, 8 1/2 x 10, 5 x 4, 5 x 4, 20 1/2 x 8, 5 x 4	16 x 12, 8 1/2 x 10, 5 x 4, 5 x 4, 20 1/2 x 8, 5 x 4	12, 10, 9, 9, 8, 9
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	9, 9, 9	5 x 4, 5 x 4, 5 x 4	5 x 4, 5 x 4, 5 x 4	9, 9, 9
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5 x 4, 5 x 4	5 x 4, 5 x 4	9, 9	5 x 4, 5 x 4	5 x 4, 5 x 4	9, 9
SIDE STRINGER Angle Irons in lower Decks	3 x 3, 3 x 3	3 x 3, 3 x 3	4, 4	3 x 3, 3 x 3	3 x 3, 3 x 3	4, 4

	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	10	10	10	10
fm up. part of Bilge to lr. edge of Sh'rstrake	11	11	11	11
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	2 1/2	2 1/2	2 1/2	2 1/2
Lengths of Plating	6 spaces	6 spaces	6 spaces	6 spaces
Shifts of Plating, and Stringers	2 1/2	2 1/2	2 1/2	2 1/2
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	—	—	—	—
Diagonal Tie Plates on Beams No. of Pairs	—	—	—	—
Planksheer material and scantling	—	—	—	—
Waterways do. do.	—	—	—	—
Flat of Upper Deck do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
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 x 9	9	5 x 4 x 9	9
Tie Plates, outside Hatchways	10 1/2	10	10 1/2	10
Diagonal Tie Plates on Beams, No. of pairs	5	5	5	5
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 from inside of frames.	24	9	24	9
Is the Stringer Plate attached to the outside plating?	Yes	—	—	—
Angle Irons on ditto, No. 2	4 x 4 x 9	9	4 x 4 x 9	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	2 1/2, 2 1/2, 2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head do. at heel	5 1/4, 3	5 1/4, 3	5 1/4, 3	5 1/4, 3
Can the Rudder be unshipped afloat?	Yes	—	—	—
Bulkheads No. One Thickness	6/16	6/16	6/16	6/16
Height up	to Main Deck	—	—	—
How secured to sides of ship	Double frames & second liners	—	—	—
Size of Vertical Angle Irons	3 x 3 x 7/16	—	—	—
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 Gunwale Riveted through plates with 3/4" rivets, about 1 1/2" apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to about 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 1/8 in. diameter, averaging 52 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 34 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 34 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 7/8 x 3/4 in. diameter, averaging 34 + 34 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 34 + 34 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 + 4 1/2 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 Iron gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 4 Crutches, 4
 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 iron Blackburn Plates Consell & Mackhead.
 The above is a correct description.
 Builder's Signature, Scott & Co. Surveyor's Signature, H. J. B. Gold.

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

13655 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' 3" dia 30 Main 84' 4" dia 30 Mizzen 74' 9" dia 26 Bowsprit 34' 6" dia 28

Masts in three plates 7/16 thick tapered to 6/16 edges double riveted, butts treble, plates doubled in way of wedging.

Bowsprit in three plates 6/16 throughout edges double riveted, butts treble, plates doubled in way of knightheads.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lgh. & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
			240	1 7/8	59 1/2 B. 882 1/4	1 7/8	59 3/32	Bowers	10665	33.1.4.0	31.1.1.0	32.0.0.0	30 3/32	
2	Fore Sails,	Chain												
2	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)												
2	Fore Topmast Stay Sails	Imp Strm Cbl	90	1 1/2		1 1/2								
2	Main Sails,	Hawser	90	1 1/2		1 1/2		Stream	1	13.8.6		13.0.0.0		
2	Main Top Sails, and others as usual	Towlines	90	6		6		Kedges	1	6.2.0		6.2.0.0	3.0.0.0	

Standing and Running Rigging Wire & Hempen sufficient in size and good in quality. She has Two Long Boats and four others. The Windlass is Emmerson Walker Patent Capstan, Winch and Rudder efficient Pumps 2 Iron

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? _____

Cargo Hatchways.—How formed? Iron Comings

State size Main Hatch 12' 0" x 10' 0" Fore hatch 8' 0" x 4' 0" Quarter hatch 4' 0" x 6' 0"

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. 160 Date 20 January 1874 Order for Ordinary Survey No. _____ Date _____

No. 158 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. Built under S. S. and surveyed 1874 - January 24, 29, February 3, 9, 12, March 3, 11, 13, 18, 19, 23, 24, April 2, 6, 13, 18, 23, 28, May 1, 4, 13, 15, 20, 25, 24, 28, June 4, 5, 9, 12, 14, 22, 26, July 10, 14, 21, 28, August 11, 14, 24, September 2, 8, 11, 16, 30, October 8, 22, 30, November 14.

General Remarks, (State quality of workmanship &c.)
 This Vessel has been built in conformity with the Rules, and midship section herewith appended: 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 used, in the construction of the Vessel, are of the best description.—

Objections taken by Mr. Waymouth on the recent visit of the Committee viz:— The ribs in tween Decks overhauled, and made good where necessary, and the cracked Frame in way of Forecastle at the beam end on the Starboard side fitted with a bosom piece in way thereof.—

State if one, two or three decked vessel, or if spar or running decked, and lengths of poop, 58 ft fore-castle 34 ft or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above hump of Bilge Outside 3 Coats of Red lead & Paint & Red lead above. 1 of 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 ... £ 54: 12: 6 Nov 20 1874

Certificate ... £ 0: 0: 0

(Travelling Expenses) (if any) £ 10/6

Committee's Minute 24th November 1874

Character assigned 100 A 1

