

IRON SHIP.

13653

Rev 28/11/74

No. 6662 Survey held at Greenock & Glasgow Date, First Survey 24 January Last Survey 17 November 1844
On the Ship "Camarii" Yard Number 1158 Master Stewart

TONNAGE under Tonnage Deck <u>1166.12</u> Ditto of Third, Spar, or Awning Deck. } Ditto of Poop, or Raised Or. Deck. } <u>124.64</u> Ditto of Houses on Deck. } <u>23.58</u> Ditto of Forecastle <u>46.86</u> Gross Tonnage <u>1361.23</u> Less Crew Space <u>58.41</u> <u>1305.82</u> Less Engine Room Register Tonnage as cut on Beam	ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR, OR AWNING DECKED VESSEL. HALF BREADTH (moulded) <u>14.92</u> DEPTH from upper part of Keel to top of Upper Deck Beams <u>23.25</u> GIRTH of Half Midship Frame (as per Rule) <u>34.5</u> 1st NUMBER <u>45.64</u> 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet <u>230.</u> LENGTH <u>230.</u> 2nd NUMBER <u>14404</u> PROPORTIONS —Breadths to Length <u>6.4</u> Depths to Length—Upper Deck to Keel <u>9.8</u> Main Deck ditto	Built at <u>Greenock</u> When built <u>1844</u> Launched <u>26 October 44</u> By whom built <u>Scott & Co</u> Owners <u>Allison Shipping Co</u> Port belonging to <u>Glasgow</u> Destined Voyage <u>New Zealand</u> & Surveyed while Building, Afloat, or in Dry Dock.
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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 **Nº. of Decks with flat laid** Two **Nº. of Tiers of Beams** Two

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	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	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	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	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
for Propeller										
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24	24
FRAMES , Angle Iron, for 1/2 length amidships	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	4 1/2 x 3	4 1/2 x 3
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	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES , Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	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	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
thickness at the ends of vessel	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
depth at 3/4 the half-bdth. as per Rule	12	12	12	12	12	12	12	12	12	12
height extended at the Bilges	60	60	60	60	60	60	60	60	60	60
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3	3	3
Average space	48	48	48	48	48	48	48	48	48	48
BEAMS , Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Single or double Angle Iron, on Upper Edge	3	3	3	3	3	3	3	3	3	3
Average space	48	48	48	48	48	48	48	48	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	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Single or double Angle Iron on Upper Edge	3	3	3	3	3	3	3	3	3	3
Average space	48	48	48	48	48	48	48	48	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	16	16	16	16	16	16	16	16	16	16
" Rider Plate	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" Bulb Plate to Intercostal Keelson	5	5	5	5	5	5	5	5	5	5
" Angle Irons	5	5	5	5	5	5	5	5	5	5
" Double Angle Iron Side Keelson	5	5	5	5	5	5	5	5	5	5
" Side Intercostal Plate	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
" do. Angle Irons	5	5	5	5	5	5	5	5	5	5
" Attached to outside plating with angle iron	5	5	5	5	5	5	5	5	5	5
BILGE Angle Irons	5	5	5	5	5	5	5	5	5	5
" do. Bulb Iron	5	5	5	5	5	5	5	5	5	5
" do. Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5	5	5
BILGE STRINGER Angle Irons	5	5	5	5	5	5	5	5	5	5
Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5	5	5
SIDE STRINGER Angle Irons in lower Decks	3	3	3	3	3	3	3	3	3	3
Transoms, material. Knight-heads. Hawse Timbers.	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron
Windlass	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent	Iron Patent
Pall Bitt										

The **FRAMES** extend in one length from Keel to Gunnwale Riveted through plates with 3/4 x 1/8 in. Rivets, about 60 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend across 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 1/8 in. diameter, averaging 5 1/2 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 3 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/4 ins. from centre to centre.
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/6 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 3 1/4 + 3 1/4 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 3 1/4 + 3 1/4 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. Scott

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 13655 Iron
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 *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 nightheads.

NUMBER FOR EQUIPMENT 19,144		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	240	1 1/2	59 1/2 B. 882 1/4	1 1/2	Bowers	1665	33' 1" 0"	31' 1" 0"	32' 0" 0"	30' 2" 0"
2	Fore Sails,	Chain					(State Machine where Tested, Date, and name of Superintendent.)					
2	Fore Top Sails,	(State Machine where Tested, Date, and name of Superintendent.)										
2	Fore Topmast Stay Sails	Imp. Strm Cbl	90	1 1/2								
2	Main Sails,	Hawser	90	1 1/2								
2	Main Top Sails,	Towlines	90	6								
	and others as usual	Warp	90	6								
		quality good										

Standing and Running Rigger *Wm. H. Humpen* 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 Sprun*

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? *Sprun Cornings*

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. <i>1609</i>	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	<i>Built under S. S. and surveyed 1874 - January 24, 29.</i>
Date <i>20 January 1874</i>		2nd.	On the plating during the process of riveting	<i>February 3, 9, 12, March 3, 11, 13, 18, 19, 23, 24, April 2, 6, 13, 18, 23, 28.</i>
Order for Ordinary Survey No. <i>158</i>		3rd.	When the beams were in and fastened, and before the decks were laid...	<i>May 1, 4, 13, 15, 20, 25, 24, 28, June 4, 5, 9, 12, 14, 22, 26, July 10, 14.</i>
Date <i>21 January 1874</i>		4th.	When the ship was complete, and before the plating was finally coated or cemented...	<i>21, 28, August 11, 14, 24, September 2, 8, 11, 16, 30, October 8.</i>
No. <i>158</i> in builder's yard.		5th.	After the ship was launched and equipped	<i>22, 30, November 14.</i>

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 rivets 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 besom piece in way thereof.

State if one, two or three decked vessel, or if spar or arming decked, and lengths of poop, forecastle, *58 ft* *34 ft* or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement* *6 above burner* *1 below* Outside *3 coats of Red lead* *1 coat of* *Red lead* *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* *20 Nov 1874*

Certificate ... £ *0: 0: 0*

(Travelling Expenses)

(if any) £ *10/6*

Committee's Minute *24th November 1874*

Character assigned *100 A 1*

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This vessel appears eligible to be classified as recommended in 100 A 1.