

# IRON SHIP.

Rev 31/12/14

No. 6688 Survey held at Port Glasgow Date, First Survey 14<sup>th</sup> July Last Survey 29<sup>th</sup> December 1874

On the Ship Patloch Yard Number 84 Master Phillips

**TONNAGE** under Deck 1193.41 **ONE, OR TWO DECKED, THREE DECKED VESSEL.**

Ditto of Third, Spar, or Awning Deck. 45.40 **SPAR, OR AWNING-DECKED VESSEL.**

Ditto of Poop, or Raised Or. Dk. 16.00 **HALF BREADTH** (moulded) 18.41

Ditto of Houses on Deck 16.00 **DEPTH** from upper part of Keel to top of Upper Deck Beams 24.2

Ditto of Forecastle 10.00 **DEPTH of Half Midship Frame** (as per Rule) 36.58

Gross Tonnage 1337.51 **1st NUMBER** 49.19

Less Crew Space 67.42 **1st NUMBER, if a THREE-DECKED VESSEL**

Less Engine Room 1263.49 **deduct 7 feet** 223.5

Register Tonnage as out on Beam 1263.49 **LENGTH** 223.5

**2nd NUMBER** 14698

**PROPORTIONS**—Breadths to Length 6.04

Depths to Length—Upper Deck to Keel 9.6

Main Deck ditto 9.6

Built at Port Glasgow

When built 1844 Launched 10<sup>th</sup> December 1844

By whom built R. Duncan & Co.

Owners T. O. Hunter & Co. William Street Greenock

Port belonging to Greenock

Destined Voyage New Zealand

If Surveyed while Building, Afloat, or in Dry Dock

**LENGTH** on deck as per Rule 223.5 **BREADTH**—Moulded 36.82 **DEPTH** top of Floors to Upper Deck Beams 22.2 **Power of Engines** 3 **Horse.** 3 **N<sup>o</sup>. of Decks with flat laid** Two **N<sup>o</sup>. of Tiers of Beams** Two

Dimensions of Ship per Register, length 223.5 breadth, 34.02 depth, 21.82

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
<b>KEEL</b> , 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
<b>STEM</b> , 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
<b>STERN-POST</b> 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	24	24	24	24	24	24	24
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	5	3	5	3	5	3	5	3
Do. for 1/2 at each end	5	3	5	3	5	3	5	3
<b>REVERSED FRAMES</b> , Angle Iron	5	3	5	3	5	3	5	3
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	24	10	24	10	24	10	24	10
thickness at the ends of vessel	12	9 1/2	12	9 1/2	12	9 1/2	12	9 1/2
depth at 1/2 the half-bdth. as per Rule	12	9 1/2	12	9 1/2	12	9 1/2	12	9 1/2
height extended at the Bilges	58	48	58	48	58	48	58	48
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8	8 1/2	8	8 1/2	8
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3
Average space	48	48	48	48	48	48	48	48
<b>BEAMS</b> , Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Average space	48	48	48	48	48	48	48	48
<b>BEAMS</b> , Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	9	9	9	9	9	9	9
Single or double Angle Iron on Upper Edge	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Average space	48	48	48	48	48	48	48	48
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates	16	12	16	12	16	12	16	12
" Rider Plate	9	10	9	10	9	10	9	10
" Bulb Plate to Intercostal Keelson	5	4	5	4	5	4	5	4
" Angle Irons	5	4	5	4	5	4	5	4
" Double Angle Iron Side Keelson	5	4	5	4	5	4	5	4
" Side Intercostal Plate	23	8	23	8	23	8	23	8
" do. Angle Irons	5	4	5	4	5	4	5	4
" Attached to outside plating with angle iron	5	4	5	4	5	4	5	4
<b>BILGE</b> Angle Irons	5	4	5	4	5	4	5	4
" do. Bulb Iron	5	4	5	4	5	4	5	4
" do. Intercostal plates riveted to plating for length	5	4	5	4	5	4	5	4
<b>BILGE STRINGERS</b> Angle Irons	5	4	5	4	5	4	5	4
Intercostal plates riveted to plating for length	5	4	5	4	5	4	5	4
<b>SIDE STRINGER</b> Angle Irons in lower Deck	3	3	3	3	3	3	3	3
Transoms, material. Knight-heads. Hawse Timbers.	Spon	Spon	Spon	Spon	Spon	Spon	Spon	Spon
Windlass	Spon Patent	Spon Patent	Spon Patent	Spon Patent	Spon Patent	Spon Patent	Spon Patent	Spon Patent
Pall Bitt	Spon	Spon	Spon	Spon	Spon	Spon	Spon	Spon
The <b>FRAMES</b> extend in one length from	Keel	Keel	Keel	Keel	Keel	Keel	Keel	Keel
to	Gunwale	Gunwale	Gunwale	Gunwale	Gunwale	Gunwale	Gunwale	Gunwale
Riveted through plates with	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
in. Rivets, about	4	4	4	4	4	4	4	4
apart.								
The <b>REVERSED ANGLE IRONS</b> on floors and frames extend	across	across	across	across	across	across	across	across
middle line to	Main Deck on each side	Main Deck on each side	Main Deck on each side	Main Deck on each side	Main Deck on each side	Main Deck on each side	Main Deck on each side	Main Deck on each side
<b>KEELSONS</b> . Are the various lengths of Plates and Angle Irons properly connected?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
And butts properly shifted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>PLATING</b> . Garboard, double riveted to Keel, with rivets	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
in. diameter, averaging	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
ins. from centre to centre.								
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
in. diameter, averaging	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
ins. from centre to centre.								
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
in. diameter averaging	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
ins. from centre to centre.								
Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16
thicker than the plates they connect.								
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
in. diameter, averaging	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4
ins. from cr. to cr.								
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
in. diameter, averaging	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	3 1/4	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	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	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	Spon Gutter	Spon Gutter	Spon Gutter	Spon Gutter	Spon Gutter	Spon Gutter	Spon Gutter	Spon Gutter
(Explain by Sketch, if necessary.)								
Beams of the various Decks, how secured to the sides?	Beam ends turned down	Beam ends turned down	Beam ends turned down	Beam ends turned down	Beam ends turned down	Beam ends turned down	Beam ends turned down	Beam ends turned down
No. of Breasthooks,	5	5	5	5	5	5	5	5
Crutches,	5	5	5	5	5	5	5	5
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best	Best	Best	Best	Best	Best	Best	Best
Manufacturer's name or trade mark,	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats	Plates Newport & Mansell. Angles. Coats
The above is a correct description								
Builder's Signature,	R. D. McLean	R. D. McLean	R. D. McLean	R. D. McLean	R. D. McLean	R. D. McLean	R. D. McLean	R. D. McLean
Surveyor's Signature,	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.	H. J. S. S. S.



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? *None* **13733 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 83 ft dia 30. Main 86 ft dia 30. Mizzen 74 ft dia 26. Bowsprit 34 ft dia 30*  
*Fore & Main Masts & Bowsprit in three plates 1/16 taper to 5/16. edges double riveted, butts treble and double with 3 angle irons in each all throughout 4x38 1/16. Main Mast 4x38 1/16.*

NUMBER for EQUIPMENT		14.600	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	240 ft	59 1/2 + 82 1/2	Bowers	98	32.2.6	30.10.3.0	32.0.0	30 1/2
	Fore Sails,	Chain	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	240 ft	59 1/2 + 82 1/2	(State Machine where Tested, Date, and name of Superintendent.)	2010	32.0.0	30.2.2.0	24.0.23	26 1/2
	Fore Top Sails,	Tested, Date, & name of Superintendent	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	240 ft	59 1/2 + 82 1/2		2011	24.0.22	26.10.2.0	24.0.23	26 1/2
	Fore Topmast Stay Sails	Nehustons Public Test. - M. H. Reade Superint.	135 1/2	1 1/2	59 1/2 B.S. 82 1/2	240 ft	59 1/2 + 82 1/2		14 December 1844.				
	Main Sails,	Hmpn Strm Cbl	90	9 1/2		92		Nehustons Public Test. - M. H. Reade Superint.					
	Towlines	Hawser	90	10		6		Stream	1	13.1.9		13.0.0	
	Warp	Towlines	90	10		6		Kedges	1	6.2.12		6.2.0	
	quality	Warp	90	6						3.1.8		3.1.10	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Two* Long Boats and *three* others

The Windlass is *Harfield's Patent* Capstan *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? *Ports & Scuppers*

Cargo Hatchways. How formed? *Iron Linnings*

State size Main Hatch *16' 0" x 11' 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? *One at Main Hatch*

Hatches, if strong and efficient? *Yes*

Order for Special Survey No. *199*

Date *2nd June 1844*

Order for Ordinary Survey No. *1*

Date *1st June 1844*

No. *84* 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 S.S. and surveyed 1844 - July 14, 20, August 6, 14, 19, 25, September 5, 23, 29, October 2, 5, 12, 19, 31, November 9, 19, 21, 30, December 8, 10, 16, 18, 21, 24, 29.*

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

*This Vessel has been built in conformity with the midship section herewith appended the Reverse Frames being carried up to the Main Deck on every Frame in lieu of the lower Deck Stringer as approved by the Committee in letter dated 9th June 1844. - The workmanship and materials are of the very best description.*

*Fore & Main Yards 78 ft long 18 dia at ends 9 in two plates 1/16 tapered to 5/16 edges single riveted and butts treble at middle, and double at ends plates doubled in way of slings, and truss hoops, and two Angle irons 3x3x6/16 the whole length.*  
*Main Topsail Yard 40 ft dia 16 and 8 at ends in two plates 5/16 tapered to 4/16 at ends, edges single riveted, butts treble at middle and double at ends plates doubled in way of slings and truss hoops - no Angle irons.*  
*Fore 64 ft 14 at slings in two plates 5/16 and 4/16 at ends, mode of riveting as above, plates doubled in way of sling and truss hoops, - no Angle irons.*

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

How are the surfaces preserved from oxidation? Inside *Portland Cement* for above *Belgian Red Lead* Outside *3 Coats of Red Lead & Paint*

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

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

Special ... £ *56: 11: 6* 30th Dec. 1874

Certificate ... £ *0: 0: 0*

(Travelling Expenses) (if any) £

Committee's Minute *1st January 1875*

Character assigned *100 A.I.*

*H. J. & Co. M.S.*  
*James Morrison*

Lloyd's Register Foundation