

# IRON SHIP.

Box 462 K

Rec 1/7/75

No. 10001 Survey held at Dumbarton

Date, First Survey 14<sup>th</sup> Dec 74

Last Survey 28<sup>th</sup> June

1875

On the Ship "Kapunda"

Master R B Macfarlane

TONNAGE under 1017.54

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Dumbarton

Ditto of Keel, Spar, or Awning Deck

SPAR, OR AWNING DECKED VESSEL.

When built 1875 Launched 21<sup>st</sup> June

Ditto of Forecastle

HALF BREADTH (moulded) ... .. 17 12 Feet.

By whom built A M McMillan & Son

Ditto of House

DEPTH from upper part of Keel to top of Upper Deck Beams 21 7 5

Owners Trinder, Anderson & Co

Ditto of on Deck

GIRTH of Half Midship Frame (as per Rule) ... .. 33 50

Port belonging to London

Ditto of Forecastle

1st NUMBER ... .. 72 45

Destined Voyage Adelaide

Gross Tonnage 1134.95

1st NUMBER if a THREE DECKED VESSEL

Surveyed while Building, Afloat, or in Dry Dock.

Less Crew Space 57.10

LENGTH 107 2 Rule (Excluded 7 feet)

2nd NUMBER ... .. 15431

Less Engine Room

PROPORTIONS—Breadths to Length ... .. 6.24

Register Tonnage

Depths to Length—Upper Deck to Keel ... .. 9.84

as cut on Beam

Main Deck ditto ... ..

LENGTH on deck as per Rule 213 BREADTH Moulded 34 25 DEPTH top of Floors to Upper Deck Beams 19 66 Horse 2 No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 221.5 breadth, 34.65 depth, 19.65

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness ... ..	<u>8 1/2 x 2 3/8</u>	<u>8 1/2 x 2 3/8</u>				
STEM, moulding and thickness ... ..	<u>7 1/2 x 2 3/8</u>	<u>7 1/2 x 2 3/8</u>				
STERN-POST for Rudder do. do. ... ..	<u>7 1/2 x 2 3/8</u>	<u>7 1/2 x 2 3/8</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..	<u>23</u>	(Class <u>100A</u> )				
FRAMES, Angle Iron, for 1/2 length amidships ... ..	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>
Do. for 1/2 at each end ... ..	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>
REVERSED FRAMES, Angle Iron ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... ..	<u>22 1/2</u>	<u>9</u>	<u>22 1/2</u>	<u>9</u>	<u>22 1/2</u>	<u>9</u>
thickness at the ends of vessel ... ..	<u>11 1/2</u>	<u>7</u>	<u>11 1/2</u>	<u>7</u>	<u>11 1/2</u>	<u>7</u>
depth at 1/2 the half-bdth. as per Rule ... ..	<u>11 1/2</u>	<u>7</u>	<u>11 1/2</u>	<u>7</u>	<u>11 1/2</u>	<u>7</u>
height extended at the Bilges ... ..	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>	<u>4 1/2</u>	<u>3</u>
BEAMS, Upper, Spar, or Awning Deck } Single or double Angle Iron, Plate or Tee Bulb Iron	<u>8</u>	<u>3</u>	<u>8</u>	<u>3</u>	<u>8</u>	<u>3</u>
Single or double Angle Iron on Upper edge ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Average space ... ..	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
BEAMS, Main, or Middle Deck } Single or double Angle Iron, Plate or Tee Bulb Iron	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>
Single or double Angle Iron, on Upper Edge ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Average space ... ..	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
BEAMS, Lower Deck, Hold, or Orlop } Single or double Angle Iron, Plate or Tee Bulb Iron	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>
Single or double Angle Iron on Upper Edge ... ..	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Average space ... ..	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>	<u>46</u>
KEELSONS Centre line, single or double plate, or Intercoastal Plates ... ..	<u>14 1/2</u>	<u>11</u>	<u>14 1/2</u>	<u>11</u>	<u>14 1/2</u>	<u>11</u>
" Rider Plate ... ..	<u>10 1/2</u>	<u>9</u>	<u>10 1/2</u>	<u>9</u>	<u>10 1/2</u>	<u>9</u>
" Bulb Plate to Intercoastal Keelson ... ..	<u>13 1/2</u>	<u>8</u>	<u>13 1/2</u>	<u>8</u>	<u>13 1/2</u>	<u>8</u>
" Angle Irons ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Double Angle Iron Side Keelson ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Side Intercoastal Plate (Main) ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" do. Angle Irons ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" Attached to outside plating with angle iron	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
BILGE Angle Irons ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
" do. Bulb Iron ... ..	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>
" do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
BILGE STRINGER Angle Irons ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
Intercoastal plates riveted to plating for Bulb Iron length	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>
SIDE STRINGER Angle Irons ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>

Transoms, material. Knight-heads. Hawse Timbers. Iron and chocks  
Windlass Iron patent PSB Bit

	Inches in Ship	16ths in Ship	Inches required	16ths required
Flat Keel Plates, breadth and thickness ... ..	<u>30</u>	<u>11</u>	<u>30</u>	<u>11</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ... ..	<u>9 and 10 alternate</u>	<u>10</u>	<u>9 and 10</u>	<u>10</u>
on up part of Bilge to l. edge of Sh'rstrake	<u>36</u>	<u>11</u>	<u>36</u>	<u>11</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	<u>12</u>	<u>13</u>	<u>12</u>	<u>13</u>
Up. or Spar Dk Sh'rstrake, breadth & thickness	<u>16 1/2</u>	<u>10</u>	<u>16 1/2</u>	<u>10</u>
Butt Straps to outside plating, breadth & thickness	<u>14 1/2</u>	<u>12.9</u>	<u>14 1/2</u>	<u>12.9</u>
Lengths of Plating ... ..	<u>6 Spaces</u>		<u>6 Spaces</u>	
Shifts of Plating, and Stringers ... ..	<u>2 Spaces</u>		<u>2 Spaces</u>	
Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness ... ..	<u>43</u>	<u>9</u>	<u>43</u>	<u>9</u>
Angle Iron on ditto ... ..	<u>5</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
Tie Plates fore and aft, outside Hatchways	<u>10</u>	<u>9</u>	<u>10</u>	<u>9</u>
Diagonal Tie Plates on Beams No. of Pairs, 2	<u>4 1/2</u>	<u>7</u>	<u>4 1/2</u>	<u>7</u>
Planksheer material and scantling } Grade, size, and quantity	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>
Waterways do. do. } Grade, size, and quantity	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>
Flat of Upper Deck do. do. } Grade, size, and quantity	<u>3 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>
How fastened to Beams	<u>Butt &amp; rivets</u>		<u>Butt &amp; rivets</u>	
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... ..	<u>20</u>	<u>0</u>	<u>27</u>	<u>0</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>		<u>Yes</u>	
Angle Irons on ditto, No. 2	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Stringer or Tie Plates, outside Hatchways	<u>10</u>	<u>0</u>	<u>10</u>	<u>0</u>
Flat of Lower Deck ... ..	<u>3</u>		<u>3</u>	
Ceiling betwixt Decks, thickness and material in hold do. do. ... ..	<u>2 1/2</u>	<u>R P</u>	<u>2 1/2</u>	<u>R P</u>
Main piece of Rudder, diameter at head do. at heel ... ..	<u>5 1/2</u>	<u>3</u>	<u>5 1/2</u>	<u>3</u>
Can the Rudder be unshipped afloat? <u>Yes</u>				
Bulkheads No. 1 Thickness of	<u>6</u>		<u>6</u>	
Height up	<u>Upper deck</u>		<u>Upper deck</u>	
How secured to sides of ship	<u>Double frames</u>		<u>Double frames</u>	
Size of Vertical Angle Irons <u>3</u> , <u>3</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>				

The FRAMES extend in one length from Keel to Deck Stringer Riveted through plates with 7/16 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale for half length and to gunwale and above, alternately from and to  
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 3 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/16 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/16 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 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 1/2 Breadth of laps of plating in single riveting  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double treble the rest double  
Waterway, how secured to Beams Butt & rivets (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Fixed knee ends No. of Breasthooks, Four Crutches, Three  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Worstead For Head & Co  
Manufacturer's name or trade mark, Worstead For Head & Co

The above is a correct description.  
Builder's Signature, A. M. McMillan & Son Surveyor's Signature, W. W. W. W. Surveyor to Lloyd's Register of British and Foreign Shipping.



This record refers  
to the eligible of the  
class 100 to 1  
recommended  
Entered Lloyd's Register  
Foundation  
17/75