

# IRON SHIP.

Rev 12/3/75

No. 6820, Survey held at Port Glasgow Date, First Survey 25<sup>th</sup> August 1877 Last Survey 10<sup>th</sup> August 18

On the Ship Commonwealth Master J. G. Cropper

ONNAGE under 1254.4 ONE, OR TWO DECKED, THREE DECKED VESSEL.

to of Third, Spar, or Awning Deck. 88.34 HALF BREADTH (moulded)... 18 Feet.

to of Poop, or Raised Quarter Deck. 21.94 DEPTH from upper part of Keel to top of Upper Deck Beams 23.45

to of Houses on Deck. 39.10 GIRTH of Half Midship Frame (as per Rule) 36.9

Ditto of Forecastle. 1403.88 1st NUMBER 48.65

Gross Tonnage 58.8 1st NUMBER, if a THREE-DECKED VESSEL. [deduct 7 feet]

Less Crew Space 1345.08 LENGTH 228.5

Less Engine Room. 2nd NUMBER 14941

Register Tonnage as cut on Beam. PROPORTIONS—Breadths to Length 6.34

Depths to Length—Upper Deck 9.6

Main Deck ditto 9.6

Built at Port Glasgow

When built 1844:45 Launched 3<sup>rd</sup> July 45

By whom built Russell & Co.

Owners C. H. Stewart

Port belonging to London

Destined Voyage New Zealand

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 228.5 BREADTH Moulded... 36

DEPTH top of Floors to Upper Deck Beams... 21.45 Power of Engines... 3

Dimensions of Ship per Register, length, 234.5 breadth, 36.25 depth, 21.65

KEEL, depth and thickness 9 x 2 1/2 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 36

STEM, moulding and thickness 8 1/2 x 2 1/2 of doubling at Bilge, or increased thickness, and length applied 10

STERN-POST for Rudder do. do. 8 1/2 x 2 1/2 fm up. part of Bilge to Ir. edge of Sh'rstrake 12

for Propeller 8 1/2 x 2 1/2 Main Sheerstrake breadth and thickness of d'bling at Sh'rstrake, & length applied 11

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A) from Mn. to Up. or Spar Dk. Sh'rstrake. 10

FRAMES, Angle Iron, for 1/2 length amidships 3 Up. or Spar Dk Sh'rstrake, brdth & thickness 40

Do. for 1/4 at each end 3 Butt Straps to outside plating, breadth & thickness 13

REVERSED FRAMES, Angle Iron 3 Lengths of Plating 12

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 Shifts of Plating, and Stringers... 5

thickness at the ends of vessel 948 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 2

depth at 1/4 the half-bdth. as per Rule 12 Angle Iron on ditto 10

height extended at the Bilges... 54 Tie Plates fore and aft, outside Hatchways 10

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2

Single or double Angle Iron on Upper edge 3 1/2 Diagonal Tie Plates on Beams No. of Pairs, 10

Average space... 48 Planksheer material and scantling 10

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2

Single or double Angle Iron, on Upper Edge 3 1/2 Waterways do. do. 10

Average space... 48 Flat of Upper Deck do. do. 10

BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9

Single or double Angle Iron on Upper Edge 3 1/2 How fastened to Beams 10

Average space... 48 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 46

KEELSONS Centre line, single or double plate, 16 Is the Stringer Plate attached to the outside plating? Yes

do. or Intercoastal, Plates 10 Angle Irons on ditto, No. 2

Rider Plate 10 Tie Plates, outside Hatchways 10

Bulb Plate to Intercoastal Keelson 5 Diagonal Tie Plates on Beams, No. of pairs 10

Angle Irons 5 Waterways materials and scantlings 10

Double Angle Iron Side Keelson 5 Flat of Middle Deck do. do. 10

Side Intercoastal Plate 2 1/2 How fastened to Beams 10

do. Angle Irons 5 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 26

Attached to outside plating with angle iron 5 Is the Stringer Plate attached to the outside plating? Yes

Angle Irons 5 Angle Irons on ditto, No. 2

do. Bulb Iron 5 Stringer or Tie Plates, outside Hatchways 10

do. Intercoastal plates riveted to plating for length 5 Flat of Lower Deck 10

CEILING between Decks, thickness and material 2 1/2

Main piece of Rudder, diameter at head 6

do. at heel 3

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 1 Thickness of 1/16

Height up to Main Deck

How secured to sides of ship Double frames & broad liners

Size of Vertical Angle Irons 4 1/2 x 3 x 1/16 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

FRAMES extend in one length from Keel to Gunnwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold Beam Stringers and to Main Deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

NG. 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 1/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 3/4 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 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 3/4 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 Breadth of laps of plating in single riveting —

Butts of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? —

How secured to Beams From Gunter (Explain by Sketch, if necessary.)

the various Decks, how secured to the sides? Welded & wired plates No. of Breasthooks, 4 Crutches, 4

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Best

Manufacturer's name or trade mark, Angle & Bull-Stockton, Plates—Connell.

Is the above a correct description? Yes

Signature, Russell & Co. Surveyor's Signature, H. B. Russell

Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 462-0350



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*

Masts, Bowsprit, Yards, &c., are *Spun* 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' dia 30" Main 84' dia 30" Mizzen 18' dia 24" Bowsprit 23' dia 30"*  
*Fore & Main Masts & Bowsprit 1/16 tapered to 6/16. Mizzen 6/16 tapered to 5/16 all in three plates, edges double riveted, and butts triple and double with straps outside, plates doubled in way of wedging, three angle irons in each 4 1/2 x 3 x 8/16 except those in Mizzen which are 4 x 3 x 1/16.*

NUMBER for EQUIPMENT		19169	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd or Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
Single Whit	SAILS.							Bowers	42	32' 3" 2	30' 14" 2-0	32' 0" 0	30' 20
	Fore Sails,		135' 2"	1 1/8	59 3/4 x 8 3/4	1 1/8	59 3/4 x 8 3/4		40	32' 0" 6	30' 3" 1-0		
	Fore Top Sails,		135' 2"	1 1/8	59 3/4 x 8 3/4	1 1/8	59 3/4 x 8 3/4		41	24' 2" 0	26' 15" 0-0	24' 0" 23	26' 20
	Fore Topmast Stay Sails												
	Main Sails,		90	9		9 1/2		Stream	1	13' 1" 11		13' 0" 0	
	Main Top Sails,		90	12		6		Kedges	1	6' 3" 18		6' 2" 0	
and Spare Sails			100	1/16									
CABLES, &c.													
Chain			135' 2"	1 1/8	59 3/4 x 8 3/4	1 1/8	59 3/4 x 8 3/4						
Nethermost													
M. H. Reade Superintendent													
Hawser ...			90	9		9 1/2							
Towlines ...			90	12		6							
Warp ...			100	1/16									
quality good													

Standing and Running Rigging *Wise & Hempen* sufficient in size and *good* in quality. She has *two* Boats and *four* *anchors*  
The Windlass is *Harfield's Patent* Capstan *and* Rudder *Efficient* Pumps *2 Patent*

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? *Spun Linnings*

State size Main Hatch *16' 0" x 12' 9"* Fore hatch *6' 0" x 6' 0"* Quarter hatch *8' 0" x 4' 0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One in Main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>408</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 1844-August 25, 28,</i>
Date <i>30 June 1844</i>		2nd. On the plating during the process of riveting	<i>September 3, 10, 23, October 2, 5, 16, November 21, 23, 30 December 8,</i>
Order for Ordinary Survey No. <i>1</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>15, 18, 29, 1845-January 16, 25, February 1, 13, March 1, 13, April 1,</i>
Date <i>1</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>12, 22, May 1, 5, 10, 24 June 8, 14, 22, 25, July 22, '30,</i>
No. <i>1</i> in builder's yard.		5th. After the ship was launched and equipped	<i>August 10.-</i>

General Remarks (State quality of workmanship, &c.) *This Vessel was built in conformity with the Rules for 1842 and midship section herewith appended. She was laid down by Messrs Macfadyen & Co and known as their A. 14; the firm having become Bankrupt, she was sold to, and finished by Messrs Russell & Co and designated A. 1. The workmanship and materials are good.*

*Fore & Main Yards 48' dia 19 1/2" plates 6/16 to 4/16 two Angle irons throughout & two for about 13' in centre 3' x 2 1/2"*  
*Lower Topmast Yards 64' 11 1/2" 5/16 to 3/16 two Angle irons 2 1/2 x 2 1/2 x 5/16 for 50 feet*  
*Cross Jack Yard 61' 15 1/2" 5/16 to 3/16 two Angle irons 2 1/2 x 2 1/2 x 5/16 for 40 feet*  
*all in two plates edges single riveted and butts lapped 6' and triple riveted & doubled in way of slings*

State if one, two, or three, decked vessel, or if open, or moving decked, and the lengths of poop, forecastle, & raised quarter deck, and the length of double, or part double

How are the surfaces preserved from oxidation? Inside *Portland Cement* & above Bilges *Medicated* Outside *3 Coats of Paint & 4 Coats of Oil*

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, *H. H. Russell & Co.*

Special ... £ *58 : 12 : 6* 11 Aug 1875

Certificate ... £ *0 : 0 : 0*

(Travelling Expenses, if any, £ *63 : 12 : 6*)

Committee's Minute *13 August 1875*

Character assigned *100 A 1*

*rep*

*2019*

*Copyrighted material*