

IRON SHIP.

No. 12030 Survey held at Newcastle Date, First Survey June 12th Last Survey Nov^r 3rd 1875On the sailing ship "Hurunui"Master T. B. Boyd

TONNAGE under 885.08

Tonnage Deck 885.08

Ditto of Third, Spar, 103.02

on Awning Deck 103.02

Ditto of Poop 25.84

on Deck 25.84

Ditto of Forecastle 40.41

Gross Tonnage 1054.35

Less Crew Space 41.34

Less Engine Room

Register Tonnage 1013.01

as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 17.00

DEPTH from upper part of Keel to top of Upper Deck Beams 22.20

GIRTH of Half Midship Frame (as per Rule) 33.93

1st NUMBER 73.13

1st NUMBER, if a THREE-DECKED VESSEL

[deduct 7 feet]

LENGTH 193.83

2nd NUMBER 141.74

PROPORTIONS—Breadths to Length under 6

Depths to Length—Upper Deck to Keel under 9

Main Deck ditto

Built at NewcastleWhen built 1875 Launched 16th Sept^rBy whom built Palmers S^r & Co. (Linn.)Owners New Zealand Shipping Co.Port belonging to LondonDestined Voyage New Zealand

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as 193 10 BREADTH—Moulded 34 0 DEPTH top of Floors to Upper Deck Beams 20 3 1/2 Power of Engines ... Horse. N^o. of Decks with flat laid 2 N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 204.1 breadth, 34.2 depth, 20.0

	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	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8
STEM, moulding and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
STERN-POST for Rudder do. do.	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23 in	23 in	23 in	23 in	23 in	23 in	23 in	23 in
FRAMES, Angle Iron, for 1/2 length amidships	5	3	8	5	3	8	5	3
Do. for 1/2 at each end	5	3	7	5	3	7	5	3
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7	3	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	9	23	9	23	9	23	9
thickness at the ends of vessel	7	7	7	7	7	7	7	7
depth at 3/4 the half-bdth. as per Rule	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
height extended at the Bilges	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Upper, Angle Iron, for 1/2 length amidships	8	8	8	8	8	8	8	8
Single or double Angle Iron, Plate or Bulb Iron	3	3	6	3	3	6	3	3
Single or double Angle Iron on Upper edge	3	3	6	3	3	6	3	3
Average space	3	3	6	3	3	6	3	3
BEAMS, Main, or Middle Deck, Angle Iron, for 1/2 length amidships	8	8	8	8	8	8	8	8
Single or double Angle Iron, Plate or Bulb Iron	3	3	6	3	3	6	3	3
Single or double Angle Iron on Upper edge	3	3	6	3	3	6	3	3
Average space	3	3	6	3	3	6	3	3
BEAMS, Lower Deck, Angle Iron, for 1/2 length amidships	8	8	8	8	8	8	8	8
Single or double Angle Iron, Plate or Bulb Iron	3	3	6	3	3	6	3	3
Single or double Angle Iron on Upper edge	3	3	6	3	3	6	3	3
Average space	3	3	6	3	3	6	3	3
KEELSONS Centre line, single or double plate, for 1/2 length amidships	14	11	14	11	14	11	14	11
Rider Plate	11	11	11	11	11	11	11	11
Bulb Plate to Intercoastal Keelson	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Angle Irons	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Double Angle Iron Side Keelson	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Side Intercoastal Plate	6	6	6	6	6	6	6	6
do. Angle Irons	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Attached to outside plating with angle iron	5	3 1/2	7	5	3 1/2	7	5	3 1/2
BILGE Angle Irons	5	3 1/2	7	5	3 1/2	7	5	3 1/2
do. Bulb Iron	5	3 1/2	7	5	3 1/2	7	5	3 1/2
do. Intercoastal plates riveted to plating for length	5	3 1/2	7	5	3 1/2	7	5	3 1/2
BILGE STRINGER Angle Irons	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Intercoastal plates riveted to plating for length	5	3 1/2	7	5	3 1/2	7	5	3 1/2
SIDE STRINGER Angle Irons	5	3 1/2	7	5	3 1/2	7	5	3 1/2
Transoms, material. Knight-heads. Hawse Timbers.	Iron							
Windlass Emerson & Walkers Pall Bitt	C. Iron							

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main and to Lower Deck alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 5 1/2 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 5 1/2 ins. from centre to centre.Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 5 1/2 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 5 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 1/2 length amidships.Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length amidships.Breadth of laps of plating in double riveting 4 1/4 Breadth of laps of plating in single riveting 4 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams riveted (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? solid knees riveted to frames No. of Breasthooks, 4 Crutches, 4What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary ship ironManufacturer's name or trade mark, Palmers S^r & Co. (Linn.)

The above is a correct description.

Builder's Signature, John P. Wilson Surveyor's Signature, Geo. Cooper

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

15431. From
making good of deficiencies? yes

State also Length and Diameter of Lower Masts and Bowsprit

and Diameter of Lower Masts and Bowsprit									
Main Mast	Iron	24.6 x 24"	Plates 7/16 to 5/16	Stems double	Butt triple	Sketch of masts, same as "Orari" Report No. 12964			
Fore "	"	145.6 x 24"	do. do.	do.	do.				
Mizen	Pine	69 x 21	do. 3/16 to 7/16	do	do				
Bowsprit	Iron	34 x 30	do.						
do		doubled & fitted with diaphragm plates 1/2" x 3/4"							
		in way of knight heads							
		Butt straps on outside of masts and bowsprit							

NUMBER for EQUIPMENT 15119

NUMBER for EQUIPMENT		15/19		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	Chain	270	1 1/8	5 1/4	270 - 1 1/8	5 1/4	Bowers	1	27-3-4	26-19-2-21	27-3-0	26 1/2
Double	Fore Sails,	(State Machine where used, & name of Superintendent)	2. P. H. & L. W.	135	1 1/8	5 1/4	135	5 1/4		1	27-3-3	26-19-2-21	27-3-0	26 1/2
of	Fore Top Sails,		22/7/75	R. Bunnell Capt.						1	24-3-20	24 3/4	23-2-0	23 1/2
principal	Fore Topmast								(State Machine where tested, Date, & name of Superintendent)					
sails	Stay Sails	Strm Cbl		90	1 5/8		90 - 1 5/8							
	Main Sails,	Hawser ...		90	11		90 - 9							
	Main Top Sails,	Towlines ...		90	9		90 - 5 1/2		Stream	1	11-1-6		11-0-0	
		Warp ...		90						1	5-2-0		5-2-0	
		quality	Good	90	6 ft.				Kedges	1	2-3-14		2-3-0	

~~Engine Room Skylights. How constructed?~~

~~What arrangements for deadlights in bad weather?~~

~~How are lids secured?~~

~~Height above deck?~~

~~Coal Bunker Openings. How constructed?~~

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers

Cargo Hatchways.—How formed? Plates and Angles

State size **Main Hatch** 15.4 x 10 Forehatch 4.8 x 6

Quarterhatch $4.8'' \times 8'$

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? Web plate and fore & after

Hatches, If strong and efficient? Yes

Order for Special Survey No. 108

Date 28 May 1870

Order for Ordinary Survey No. 4

Date _____

No. 324 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 Special Survey
2nd.	On the plating during the process of riveting	10.4.5 June 12.10.22.25. July 5.6.8.14.22
3rd.	When the beams were in and fastened, and before the decks were laid...	20. Aug 4.7.9.13.16.19.24.27. Sep 2.3.8.10.
4th.	When the ship was complete, and before the plating was finally coated or cemented..	13.16.27. Oct 1.8.11.20.26.29. Nov 1.3.
5th.	After the ship was launched and equipped	

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

General Remarks (State quality of workmanship, &c.) This is a full rigged sailing ship built in accordance with the approved midsection (similar to "Orari" R.N. 12964). She has full poop 58 ft long + Top gallant Forecastle 30 ft long - Scantling as above -.

Her lower & lower topsail Yards on fore & main mast, are of iron $\frac{9}{16}$ to $\frac{5}{16}$ thick, with lapped joints beble riveted.

She is provided with spare lower yard, spare topmast top-fallant masts & jib-boom.

The workmanship and material throughout are alike satisfactory.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint & Compo.

I am of opinion this Vessel should be Classed 7 100 A1.

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

Special ~~paid~~ £50 : 7 : 24 Nov 1875

on 10-4-2005

Certificate

(Travelling Expenses, if any, £2.2.0)

Committee's Minute 30th November 1873

Character assigned

This vessel appears
eligible to be class
100 A. 1. as recommended
W. M. J. D.
Sas. 29