

IRON SHIP.

16588

Regd 4/7/11

No. 4257 Survey held at Glasgow

Date, First Survey 11 January

Last Survey 30 June 1876

On the S.S. Kaitaki

(Schooner)

Master Alexander Thomson

TONNAGE under Tonnage Deck 242.55

ONE, OR MORE DECKED, IRON-CLAD VESSEL.

Built at Glasgow

Deck of Main, Span, or Auxiliary Deck.

HALF BREADTH (moulded) 11.00

When built 1876 Launched 12 May

Ditto of Poop, or Rudder, or other.

DEPTH from upper part of Keel to top of Upper Deck Beams 11.20

By whom built Thomas Wingate & Co.

Ditto of Houses on Deck

GIRTH of Half Midship Frame (as per Rule) 19.62

Owners John Darling

Ditto of Forecastle

1st NUMBER 4182

Port belonging to Glasgow

Gross Tonnage 412.20

2nd NUMBER 6848

Destined Voyage to India

Less Crew Space 25.49

LENGTH 163.75

Surveyed while Building, Afloat, or in Dry Dock.

Less Engine Room 158.41

PROPORTIONS—Breadths to Length 7.4

Register Tonnage as cut on Beam 228.30

Depths to Length—Upper Deck to Keel 14.6

From Deck to Keel

LENGTH on deck as per Rule 163 9 BREADTH—Moulded 22 0 DEPTH top of Floors to Upper Deck Beams 10 3 Power of Engines 90 No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, 164.8 breadth, 22.0 depth, 10.25

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7 1/2	7 1/2	FRAMES, Angle Iron, for 3/4 length amidships	3 1/2	3 1/2
STEM, moulding and thickness	7 1/2	7 1/2	Do. for 1/2 at each end	3 1/2	3 1/2
STERN-POST for Rudder do. do.	8 1/2	8 1/2	REVERSED FRAMES, Angle Iron	2 1/2	2 1/2
for Propeller	8 1/2	8 1/2	all to Main Deck	2 1/2	2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 1/2	21 1/2	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12	12
			thickness at the ends of vessel	5	5
			depth at 3/4 the half-bdth. as per Rule	7	7
			height extended at the Bilges	24	24
BEAMS, Upper, Span, or Auxiliary Deck	5 3/2	5 3/2	BEAMS, Upper, Span, or Auxiliary Deck	5 3/2	5 3/2
Single or Double Ang. Iron, Plate or other	5 3/2	5 3/2	Single or Double Ang. Iron, Plate or other	5 3/2	5 3/2
Single or Double Keel Iron on Upper Deck	42	42	Single or Double Keel Iron on Upper Deck	42	42
Average space	42	42	Average space	42	42
BEAMS, Main, or Middle Deck			BEAMS, Main, or Middle Deck		
Single or Double Ang. Iron, Plate or other			Single or Double Ang. Iron, Plate or other		
Single or Double Keel Iron, on Upper Deck			Single or Double Keel Iron, on Upper Deck		
Average space			Average space		
BEAMS, Lower Deck, Main, or other			BEAMS, Lower Deck, Main, or other		
Single or Double Ang. Iron, Plate or other			Single or Double Ang. Iron, Plate or other		
Single or Double Keel Iron on Upper Deck			Single or Double Keel Iron on Upper Deck		
Average space			Average space		
KEELSONS Centre line, single or double plate	15	15	KEELSONS Centre line, single or double plate	15	15
do. Intercoastal, Plates	8	8	do. Intercoastal, Plates	8	8
do. Angle Irons	3 3/4	3 3/4	do. Angle Irons	3 3/4	3 3/4
do. Double Angle Iron Side Keelson	3 3/4	3 3/4	do. Double Angle Iron Side Keelson	3 3/4	3 3/4
do. Side Intercoastal Plate	4	4	do. Side Intercoastal Plate	4	4
do. Angle Irons	3 3/4	3 3/4	do. Angle Irons	3 3/4	3 3/4
do. Attached to outside plating with angle iron	6	6	do. Attached to outside plating with angle iron	6	6
BILGE Angle Irons	3 3/4	3 3/4	BILGE Angle Irons	3 3/4	3 3/4
do. Bulb Iron	6	6	do. Bulb Iron	6	6
do. Intercoastal Plates	6	6	do. Intercoastal Plates	6	6
do. Attached to outside plating with angle iron	6	6	do. Attached to outside plating with angle iron	6	6
SIDE STRINGER Angle Irons	3 3/4	3 3/4	SIDE STRINGER Angle Irons	3 3/4	3 3/4
Intercoastal Plate 1/2 length	9	9	Intercoastal Plate 1/2 length	9	9
Transoms, material. Knight-heads. Hawse Timbers.	Plate & L. Iron		Transoms, material. Knight-heads. Hawse Timbers.	Plate & L. Iron	
Windlass	Patent		Windlass	Patent	

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	30	8	30	8
of doubling at Bilge, or increased thickness, and length applied	alt	6 1/2	alt	6 1/2
from up. part of Bilge to Ir. edge of Sh'rstrake	alt	6 1/2	alt	6 1/2
Main Sheerstrake, breadth and thickness	51	7 1/2	51	7 1/2
of doubling at Sh'rstrake, length applied	18	7 1/2	18	7 1/2
from up. part of Bilge to Ir. edge of Sh'rstrake	27	7	27	7
Butt Straps to outside plating, breadth & thickness	15 1/2	8 1/2	15 1/2	8 1/2
Lengths of Plating	Seven spans	5 spans	Seven spans	5 spans
Shifts of Plating, and Stringers	Three spans	2 spans	Three spans	2 spans
Gunwale Plate on ends of Main or Middle Deck	37	8	37	8
Upper Deck Beams, breadth and thickness	37	8	37	8
Angle Iron on ditto	3 3/4	6	3 3/4	6
Tie Plates fore and aft, outside Hatchways	7	6	7	6
Diagonal Tie Plates on Beams No. 1 & 2				
Diagonal Tie Plates on Beams No. 3 & 4				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck				
Beams, breadth and thickness				
In the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
The Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. 5 & 6				
Waterways material and thickness				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Main or other				
Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material				
in hold do. do.				
Main piece of Rudder, diameter at head				
do. at heel				
Can the Rudder be unshipped afloat?				
Bulkheads No. 5 Thickness of				
Height up Main Deck				
How secured to sides of ship				
Size of Vertical Angle Irons				
and distance apart				
Are the outside Plates doubled two spaces of Frames in length?				

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 Deck 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 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 3 ins. from centre to centre.

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

Butts of 2 Strakes at Bilge for 1/2 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 3/4 in. diameter, averaging 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 Main 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

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

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Times welded to Beams. No. of Breasthooks, 4 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, Coats, Best Angles, For Head 16 & Crossed Plates.

The above is a correct description.

Builder's Signature, J. Wingate & Co. Surveyor's Signature, J. Lawrence

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

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 in butts only.* 16588 Iron

Masts, Bowsprit, Yards, &c., are *new* 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

Good masts Schenck Rigged

NUMBER for EQUIPMENT 7532		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.					Bowers					
	Fore Sails,	Chain	164 1/2	1 1/4	30 1/2	30 1/2			8.3.20	11.1.1.0	8.1.0	10.7.0.1
	Fore Top Sails,	Tested at Depton 9 th & 10 th May 1876			165-176	30 1/2			8.2.7	10.13.3.0	8.1.0	10.7.0.0
	Fore Topmast Stay Sails	Certificates signed J. Higgins				20 3/10			7.1.13	9.11.2.0	7.9.0	9.5.0.0
	Main Sails,	Hmpn Strm Cbl	90	8 1/2	90-7 1/2				Tested at Depton 11 th 12 th & 15 th May 1876			
	Main Top Sails,	Hawser ...	90	6	90.6				Certificates signed J. C. Lewis			
		Towlines ...	90	4			Stream	1	3.0.15		3.0.0	
		Warp ...					Kedges	1	1.2.14		1.2.0	
		quality <i>Good</i>										

Standing and Running Rigging *Wire + hump* sufficient in size and *good* in quality. She has *1* Life *long* Boat and *2* Others
The Windlass is *Reapers Patent* Capstan *2* *Ham wheels* and Rudder *Good* Pumps *5" in each compartment*

Engine Room Skylights.—How constructed? *Of Teak on iron frames* How secured in ordinary weather? *Bolts*
What arrangements for deadlights in bad weather? *20" Glass Top Deck*

Coal Bunker Openings.—How constructed? *Cast Iron* How are lids secured? *Self locking* Height above deck? *Flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Gunwale, 1 Port. 1 Scupper and 1 Hooding pipe on each side*

Cargo Hatchways.—How formed? *Iron Comings*

State size Main Hatch *8' 8" x 8' 0"* Forehatch *10' 6" x 8' 0"* Quarterhatch

If of extraordinary size, state how framed and secured? *Usual size*

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1139</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>January 11. 13. 18. 26. 28. February 2. 8.</i>
Date <i>27 Decr 1875</i>		2nd. On the plating during the process of riveting	<i>15. 28. March 3. 8. 14. 18. 24. 30.</i>
<i>When the plating was wrought.</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>April 5. 9. 14. 20. 26. 29. May 9. 18.</i>
<i>When the plating was finally coated or cemented..</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>19. 26. June 1. 4. 10. 19. 30. 1876.</i>
No. <i>208</i> in builder's yard.		5th. After the ship was launched and equipped	

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

The workmanship is good. She is built in accordance with the approved drawings attached and Secretary's Letter of 20th January 1876.

Poop 109' 6" Forecastle 23' 0" Deck House 14' 9" x 8' 7" 2nd 10' 6" x 8' 0"

State if one, two, or three, decked vessel, or if open, or covering deck; and the length of poop, forecastle, or raised quarter deck, and the width of deck, or part deck exposed.

How are the surfaces preserved from oxidation? Inside *Cement + Paint*

Outside *Paint + Diamond Patent for Bottom.*

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

The amount of the Entry Fee ... £ *4* : " : " is received by me,

July 1876 Special ... £ *19* : " : " *July 3rd 1876*

Certificate ... *Amster.*

(Travelling Expenses, if any, £ *2. 2*).

Committee's Minute *4th July* 1876

Character assigned *100A*

Alex Lloyd Mc

This vessel appears eligible to be classed as recommended viz *100A*.
Lloyd's Register
Foundry
1876