



IRON SHIP.

No. 6 Held at Dunedin Date, First Survey April 11 1876 Last Survey Dunedin Aug 23 1876

On the Paddle Steamer Ticonderoga Master James Nolan
Built at South Shields C. Durham

TONNAGE under
Tonnage Deck
Ditto of Third, Spar,
or Awning Deck.
Ditto of Poop, or
Raised Qr. Dk.
Ditto of Houses
on Deck
Ditto of Forecastle
Gross Tonnage
Less Crew Space
Less Engine Room
Register Tonnage
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded)

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

GIRTH of Half Midship Frame (as per Rule)

1st NUMBER

1st NUMBER, if a THREE-DECKED VESSEL

[deduct 7 feet

LENGTH

2nd NUMBER

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel

When built 1857 Launched

By whom built

Owners James Chesney & Co

Port belonging to Melbourne

Destined Voyage Sailing

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

during repairs in stocks afloat & in dry dock

LENGTH on deck as per Rule Breadth—Moulded DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams Power of Engines Horse. No. of Decks with flat laid No. of Tiers of Beams

Dimensions of Ship per Register, length, 94 breadth, 17 1/2 depth, 9 1/2

KEEL, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
for Propeller
Distance of Frames from moulding edge to moulding edge, all fore and aft
FRAMES, Angle Iron, for 1/2 length amidships
Do. for 1/2 at each end
REVERSED FRAMES, Angle Iron
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships
thickness at the ends of vessel
depth at 3/4 the half-bdth. as per Rule
height extended at the Bilges
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single or double Angle Iron on Upper edge
Average space
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single, or double Angle Iron, on Upper Edge
Average space
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron
Single or double Angle Iron on Upper Edge
Average space
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates
" Rider Plate
" Bulb Plate to Intercoastal Keelson
" Angle Irons
" Double Angle Iron Side Keelson
" Side Intercoastal Plate
" do. Angle Irons
" Attached to outside plating with angle iron
BILGE Angle Irons
" do. Bulb Iron
" do. Intercoastal plates riveted to plating for length
BILGE STRINGER Angle Irons
Intercoastal plates riveted to plating for length
SIDE STRINGER Angle Irons

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied
fin up. part of Bilge to l. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
Up. or Spar Dk Sh'rstrake, brdth & thickness
Butt Straps to outside plating, breadth & thickness
Lengths of Plating
Shifts of Plating, and Stringers
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness
Angle Iron on ditto
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling
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
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No.
Tie Plates, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs, Waterways materials and scantlings
Flat of Middle Deck do. do.
How fastened to Beams
Stringer Plates on ends of Lower Deck, Hold or Orlop 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 do. do.
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. 4 Thickness of 3/8 x 3/4
Height up extend to deck beams
How secured to sides of ship 5/8 rivets through frames
Size of Vertical Angle Irons 3/2 x 5/16 and distance apart 36 ins.
Are the outside Plates doubled two spaces of Frames in length? NO

Transoms, material. Knight-heads. Hawse Timbers.
Windlass Geared Pall Bitt One. Iron

The FRAMES extend in one length from Deck to Centre of Keel Riveted through plates with 3/4 in. Rivets, about 4 apart.

The REVERSED ANGLE IRONS on floors and frames extend middle line to 2 feet above bilge each side to in one piece alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? 5 ft shifts

PLATING. Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 2 1/2 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 2 1/4 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 Strakes at Bilge for length, treble riveted with Butt Straps 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 2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. 3/4 x 2 3/4

Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 3 1/2 Breadth of laps of plating in single riveting 2 3/4

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

Waterway, how secured to Beams 3/4 bolts 17" apart (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? gusset-plates

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

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Alfred G. Crawford
Surveyor's Signature, James U. Russell
Surveyor to Lloyd's Register of British and Foreign Shipping.

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Workmanship. Are the butts of plating planed or otherwise fitted? *Chipped* 17457
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? *Single wedge pieces*
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? *Countersunk extends full depth*
Do any rivets break into or through the seams or butts of the plating? *No*

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 *Foremast 44 ft - 1/10 x dia 10"*
Main 30 ft - 1/10 x dia 8"

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per 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.
SAILS.							Bowers					
N ^o .	CABLES, &c.						(State Machine where Tested, Date, & name of Superintendent.)					
One	Fore Sails,	60	13/16	6.15				1	4 cur			
	Fore Top Sails,	60	12/16					1	3 cur			
One	Fore Topmast Stay Sails											
One	Main Sails,						Stream					
	Main Top Sails,						Kedges	1	1 cur			
and	quality											

Standing and Running Rigging *New* sufficient in size and *Good* in quality. She has *One* Long Boat and *One* Small Boat-
The Windlass is *Spur-gear* and Rudder *of Iron* Pumps *2 Engine*. *One* has *12 Bilge* injection

Engine Room Skylights.—How constructed? *Blue gum framing* How secured in ordinary weather? *Wooden shutters & doors*

What arrangements for deadlights in bad weather? *No deadlights* Two openings in front closed with sliding shutters

Coal Bunker Openings.—How constructed? *Cast iron frames* How are lids secured? *By screw bolt* Height above deck? *3 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *forward gangway on each side*
and One inch open space all round Bottom of Bulwarks

Cargo Hatchways.—How formed? *Hardwood Combings*

State size Main Hatch *5 ft 8" X 3 ft 6"* Fore hatch *3 ft 6" X 3 ft 9"* Quarter hatch *1 ft 6" X 1 ft 3" for hole 2 ft 3" X 2 ft 3"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *No shifting Beams*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	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
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..
No. in builder's yard.		5th. After the ship was launched and equipped

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

The whole Bottom plates to above turn of Bilge. and Two thirds of total framing. also Engine room Boiler and Midship Keelsons &c having been entirely renewed during the late repairs. The Iron being of B.B.H & other equally approved Brands.

The workmanship is good. and has been executed under Special Supervision

The Boiler has been thoroughly repaired and retubed — all deficient plates having been removed & others of Townson substituted

The work being done in a proper & workmanlike manner. likewise under supervision and tested by the Government Inspector of Machinery

The Engines taken out & thoroughly repaired. and are now in good Condition

The decks partly renewed. & two new additional deck stringers 6 x 7/8 outside

Hatchways running fore & aft rivetted to every deck Beam

The vessel is now in excellent condition in every respect —

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

How are the surfaces preserved from oxidation? Inside *Cemented to turn of Bilge* Outside *Black varnish & pitch*

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ 1 : 0 : 0 is received by me, *JUR*

Special ... £ 9 : 9 : 1 Sept 1876

Certificate ... £ 6 : 2 : 6

(Travelling Expenses, if any, £ ...)

Committee's Minute *5th December 1876*

Character assigned *A 1 for Towing purposes*

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