



IRON SHIP.

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

On the Paddle Steamer Honess Master James Nolan

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 Beams }
60 7/10
26

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL. Feet.
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 5 1/2
Depths to Length—Upper Deck to Keel 9

Built at South Shields G. Durham
When built 1857 Launched
By whom built
Owners James Chesney & Co
Port belonging to Melbourne
Destined Voyage Sowing
If Surveyed while Building, Afloat, or in Dry Dock.
during repairs in stocks afloat & in dry dock

Official Number 31683

* Clapnet in 1853 Ship omitted

LENGTH on deck as per Rule Feet. Inches. BREADTH—Moulded Feet. Inches. DEPTH top of Floors to Upper Deck Beams Feet. Inches. 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 5/10 depth, 9 7/10

	Inches in Ship	Inches per Rule
KEEL, depth and thickness	<u>5 x 1/2</u> Angle Iron	
STEM, moulding and thickness	<u>5 x 1 1/4</u> Bar do	
STERN-POST for Rudder do. do. for Propeller	<u>5 x 1 1/4</u> Do do	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>In 22 1/2 Ends 23</u>	
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	<u>3 3/4</u> <u>2 1/2</u>	<u>5/16</u> <u>2/3</u> <u>renewed</u>
REVERSED FRAMES, Angle Iron	<u>3</u>	<u>5/16</u>
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	<u>10 1/2</u> <u>6</u> <u>12</u>	<u>5/16</u>
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	<u>4</u> <u>2 1/4</u> <u>6 1/6</u> <u>4 1/2</u>	
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 Intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	<u>6</u> <u>3 1/2</u> <u>3 1/2</u>	<u>12/16</u> <u>6/16</u> <u>New amidships</u>
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons		
Transoms, material. Knight-heads. Hawse Timbers.		
Windlass <u>Geared</u> Pall Bitt <u>One. Iron</u>		

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
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	<u>20</u> <u>33</u>	<u>7/16</u> <u>6/16</u>		<u>new to bilge</u>
fin up. part of Bilge to lr. edge of Sh'rstrake				<u>5/16 originally</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness				<u>5/16</u>
Butt Straps to outside plating, breadth & thickness	<u>8</u>	<u>7/16</u> <u>6/16</u>		
Lengths of Plating	<u>96</u>			
Shifts of Plating, and Stringers	<u>30x24</u>			
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	<u>6</u>	<u>8/16</u>		
Diagonal Tie Plates on Beams No. of Pairs,	<u>0</u>			
Planksheer material and scantling				
Waterways do. do. Oak	<u>10</u>	<u>6/16</u> <u>8/16</u>		
Flat of Upper Deck do. do. <u>Kauri</u>	<u>6</u>	<u>6/16</u> <u>8/16</u>		
How fastened to Beams <u>Bolts</u>				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>10</u>	<u>5/16</u> <u>8/16</u>		
Is the Stringer Plate attached to the outside plating?	<u>yes</u>			
Angle Irons on ditto, No. <u>One</u>	<u>2 1/2</u>	<u>8/16</u>		
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	<u>6</u>	<u>32/16</u>		
Flat of Lower Deck <u>floor red pine</u>				
Ceiling betwixt Decks, thickness and material in hold do. do.				
Main piece of Rudder, diameter at head do. at heel	<u>3</u> <u>1 3/4</u>			
Can the Rudder be unshipped afloat?	<u>NO</u>			
Bulkheads No. <u>4</u> Thickness of <u>7/8</u> <u>3/16</u> Height up <u>extend to deck beams</u>				
How secured to sides of ship <u>5/8 rivets through frames</u>				
Size of Vertical Angle Irons <u>2 1/2 x 5/16</u> and distance apart <u>36</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?	<u>NO</u>			

The FRAMES extend in one length from Decks 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 one at each end
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Reverse angle iron 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 3 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 1/4
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 No. of Breasthooks, Crutches,
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, Alvander Crawford Surveyor's Signature, James U. Russell
Supr of Machinery Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 469-0295

Workmanship. Are the butts of plating planed or otherwise fitted? *Chipped*
 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 Iron*
 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. Yes*
 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 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 . <i>One</i>	SAILS.						Bowers					
	CABLES, &c. Chain	<i>60</i>	<i>1 1/2</i>	<i>6-15</i>				<i>1</i>	<i>4 cut</i>			
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast											
	Stay Sails											
	Main Sails,						Stream					
	Main Top Sails,											
	and						Kedges	<i>1</i>	<i>1 cut</i>			

Standing and Running Rigging *Iron* 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* hand *5 1/2* 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 framed* 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 Combing*
 State size Main Hatch *5 ft 8" x 3 ft 6"* Forehatch *3 ft 6" x 3 ft 9"* Quarterhatch *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 plate having been removed & others of Johnson - 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 riveted 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 & procock*

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 : 0 *1 Sept 1876*
 Certificate ... £ 6 : 2 : 6
 (Travelling Expenses, if any, £ ...)

Committee's Minute *5th December 1876*
 Character assigned *A 1 for Towing purposes*
No 3-71 *Exp 71* *(Out M)*

