

# IRON SHIP.

2944

No. 2944 Survey held at Aberdeen Date, First Survey May 12 Last Survey Apr 15 1846  
On the Natal Bk. Master J. Guthrie

TONNAGE under Tonnage Deck 392.52 ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 Ditto of Third, Spar, or Awning Deck. 50.81 SPAR, OR AWNING DECKED VESSEL.  
 Ditto of Poop, or Raised Or. Dk. 10.03 HALF BREADTH (moulded)... .. 13.41 Feet.  
 Ditto of Houses on Deck 10.03 DEPTH from upper part of Keel to top of Upper Deck Beams 15.0  
 Ditto of Forecastle 459.36 GIRTH of Half Midship Frame (as per Rule) ... .. 25.0  
 Gross Tonnage 13.76 1st NUMBER ... .. 5341  
 Less Crew Space 443.6 1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]  
 Less Engine Room 148. LENGTH ... .. 148.  
 Register Tonnage as cut on Beam 443.6 2nd NUMBER ... .. 4904  
 PROPORTIONS—Breadths to Length ... .. 5.49  
 Depths to Length—Upper Deck to Keel ... .. 9.80  
 Main Deck ditto ... ..

Built at Aberdeen  
 When built 1846 Launched Apr 2  
 By whom built Wm. Hall & Co.  
 Owners J. J. Rennie  
 Port belonging to Aberdeen  
 Destined Voyage Natal  
 If Surveyed while Building, Afloat, or in Dry Dock. Under Special Survey

PLANS CASE

LENGTH on deck as per Rule 148 Feet. Inches. BREADTH—Moulded... .. 25.82 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... .. 15.0 Feet. Inches. Power of Engines ... .. Horse. N° of Decks with flat laid One N° of Tiers of Beams One

	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8	4 1/2 x 1 1/8
STEM, moulding and thickness	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8
STERN POST for Rudder do. do. for Propeller	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8	4 1/2 x 1 1/8	5 1/2 x 1 1/8
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
BEAMS, Upper, Spar, or Awning Deck	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
BEAMS, Main, or Middle Deck	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
BEAMS, Lower Deck, Hold, or Orlop	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
BILGE Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
BILGE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
SIDE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3

Transoms, material. Knight-heads. Hawse Timbers. Planks & frames  
 Windlass Iron Bark Pall Bitt Iron Bark  
 The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 10/16 in. Rivets, about 5 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to above bulk beam and to Gunnwale alternately  
 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 7 in. diameter, averaging 5 ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 10/16 in. diameter, averaging 2 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 10/16 in. diameter averaging 2 1/2 ins. from centre to centre.  
 Butts of One Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 10/16 in. diameter, averaging 2 1/2 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 10/16 in. diameter, averaging 2 1/2 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 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 amidships.  
 Breadth of laps of plating in double riveting 2 1/2 to 3 1/2 Breadth of laps of plating in single riveting 3  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted  
 Waterway, how secured to Beams with Waterway (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Welded arms riveted to the frames No. of Breasthooks 4 Crutches, 4  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Wrought Iron & Co. Hawks  
 manufacturer's name or trade mark Hawks  
 The above is a correct description. H. Hall Dec Surveyor's Signature,  
 Builder's Signature, H. Hall Dec Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 469-0309

**Workmanship.** Are the butts of plating planed or otherwise fitted? *All 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 corners of butts.*

Masts, Bowsprit, Yards, &c., are *Iron & Teak* 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 *The Masts fore & Main & Bowsprit are formed of 2 plates 5/8" thick, and double clench, butts double & teak between butts strap 1/2" thicker than plates. Length of Masts 67.5, Main 22m, Head 15 1/2, Main 14, Cap 14.*

No.	SAILS.	CABLES, &c. Chain	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
								Bowers	Stream					
	Fore Sails,		210	1 1/16	34 and 57 tons	219 1/2	37 and 45 1/2 tons	3		3	15.3.4, 15.5.1, 15.3.1	15.1.0	15.1.0	16 1/4 20
	Fore Top Sails,										15.1.14, 15.1.5	15.1.0	15.1.0	16 1/4 20
	Fore Topmast Stay Sails		60	1 1/16							12.1.22, 14.5.1.0	12.3.24	14 1/2 20	
	Main Sails,		90	1 1/8		8					5.1.13, 15 1/2 hgt	5.2.0		
	Main Top Sails,		90	1 1/8		8					3.1.5	3.1.0		
			90	1 1/4							3.1.22, 1.3.5	1.3.9		

Standing and Running Rigging *Log, Main & Mast* sufficient in size and *good* in quality. She has *one* Long Boat and *two* other boats  
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *2 of Iron efficient*

Engine Room Skylights, *How constructed?* *How secured in ordinary weather?*

What arrangements for deadlights in bad weather? *How are lids secured?* *Height above deck?*

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? *Three scuppers and three discharge ports*

Cargo Hatchways.—How formed? *Iron beams riveted to beams and triplets.*

State size Main Hatch *11.0 x 8.0* Forehatch *5.0 x 4.0* Quarterhatch *5.0 x 4.0*

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

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

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *444* Date *29 Dec 1875*  
 Order for Ordinary Survey No. *290* in builder's yard. *DAVES of Surveys held while building as per Section 18.*

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

*Length of Bowsprit outside bed 15 feet, Bowsprit bed 27, Head 15 1/2, Cap 13 hds  
 2 Angle bars extending whole length 2 1/2 x 2 1/2 x 5/8.  
 The first inside stake of plating under sheer stake is doubled with 1/8 and 9/16 plates for a length of 145 feet from the stem, butt straps being fitted to the doubling stake as well as the plating to which it is riveted.  
 And is built in accordance with approved tracings as per scantlings letter dated May 22 1876.*

*Length of Sheer Post 24 feet.  
 Tests have been made on the Iron used in this vessel as well as the Masts and found to be of good quality.*

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

How are the surfaces preserved from oxidation? Inside *Tar and Cement in flat of bottom* Outside *Patent Paint*

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, *J. W. Little*  
 Special ... £ 22 : 5 : 0 (Dec 13 1875)  
 Certificate ... *Gratis*

Committee's Minute *19 December 1876*

Character assigned *100 A 1*

*Approved*