

## IRON SHIP.

No. *4134* Survey held at *Port Glasgow* Date, First Survey *17<sup>th</sup> November 1876* Last Survey *23<sup>rd</sup> January 1877*On the Ship "*Taranaki*"Master *Not appointed*

TONNAGE under Tonnage Deck *1041.61* ONE, OR TWO DECKED, THREE DECKED VESSEL.  
Ditto of Third, Spar, or Awning Deck. *49.01* SPAR, OR AWNING DECKED VESSEL.  
Ditto of Poop, or Raised Or. Dk. *24.67* HALF BREADTH (moulded) *14.30* Feet.  
Ditto of Houses on Deck *47.84* DEPTH from upper part of Keel to top of Upper Deck Beam *23.16*  
Ditto of Forecastle *1193.13* GIRTH of Half Midship Frame (as per Rule) *34.9*  
Gross Tonnage *66.94* 1st NUMBER *45.56*  
Less Crew Space *1126.19* 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]  
Less Engine Room *218.67* LENGTH *16.523*  
Register Tonnage as cut on Beam *9.43* 2nd NUMBER *6.24*  
PROPORTIONS—Breadths to Length *6.24*  
Depths to Length—Upper Deck to Keel *9.43*  
Main Deck ditto *9.43*

Built at *Port Glasgow*  
When built *1876* Launched *13<sup>th</sup> Jan 7<sup>th</sup> 1877*  
By whom built *A. Duncan & Co*  
Owners *Albion Shipping Company*  
Port belonging to *Glasgow*  
Destined Voyage *New Zealand*  
☒ Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *218.67* Feet. Inches. BREADTH—Moulded... *35* Feet. Inches. DEPTH top of Floors to Upper Deck Beams... *21.21* Feet. Inches. Power of Engines... *3* Horse. No. of Decks with flat laid *Two* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, length *228.1* breadth, *35.2* depth, *20.95*

KEEL, depth and thickness *8 1/2 x 2 1/2* Inches in Ship. Inches per Rule.  
STEM, moulding and thickness... *8 x 2 1/2*  
STERN-POST for Rudder do. do. *8 x 2 1/2*  
for Propeller *23*  
Distance of Frames from moulding edge to moulding edge, all fore and aft *23* (Class *100 A*)  
FRAMES, Angle Iron, for 3/4 length amidships *5 3 0* Inches. Inches. 16ths. Inches per Rule. Inches per Rule. 16ths.  
Do. for 1/2 at each end *5 3 7*  
REVERSED FRAMES, Angle Iron *3 3 7*  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *23 1/2* — *9*  
thickness at the ends of vessel *—* — *0*  
depth at 3/4 the half-bdth. as per Rule *12* — *11 3/4*  
height extended at the Bilges... *6 1* — *4 1*  
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 *8* — *8*  
Single or double Angle Iron, on Upper Edge *3 3 6*  
Average space... *46* — *46*  
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *8* — *8 1/2*  
Single or double Angle Iron on Upper Edge *3 3 0*  
Average space... *46* — *46*  
KEELSONS Centre line, single or double plate, box, or intercostal, Plates *16* — *12*  
" Rider Plate *11* — *12*  
" Bulb Plate to Intercostal Keelson *—* — *—*  
" Angle Irons *5 3 1/2*  
" Double Angle Iron Side Keelson *—* — *—*  
" Side Intercostal Plate *24* — *0*  
" do. Angle Irons *5 3 1/2*  
" Attached to outside plating with angle iron *3 3 7*  
BILGE Angle Irons *5 3 1/2*  
" do. Bulb Iron *—* — *—*  
" do. Intercostal plates riveted to plating for length *—* — *—*  
BILGE STRINGER Angle Irons *5 3 1/2*  
Intercostal plates riveted to plating for length *—* — *—*  
SIDE STRINGER Angle Irons *3 3 7*  
Transoms, material. Knight-heads. Hawse Timbers. *Sum*  
Windlass *Sum Patent* Pall Bitt *Sum*

Flat Keel Plates, breadth and thickness *34 11 34 11* Inches. 16ths. Inches. 16ths.  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied *9 x 10* — *9 x 10*  
fm up. part of Bilge to lr. 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 *36 12 36 12*  
Butt Straps to outside plating, breadth & thickness *9 1/2 x 1 1/2* *10 1/2 x 1 1/2*  
Lengths of Plating *14 1/2 x 16 1/2* *14 1/2 x 16 1/2*  
Shifts of Plating, and Stringers... *2* — *2*  
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 *30 10 30 10*  
Is the Stringer Plate attached to the outside plating? *Yes*  
Angle Irons on ditto, No. *one* *5 x 3 1/2 x 9* *5 x 3 1/2 x 9*  
Tie Plates, outside Hatchways *12 10 12 10*  
Diagonal Tie Plates on Beams, No. of pairs *5* *12 10 12 10*  
Waterways materials and scantlings *9* *4*  
Flat of Middle Deck do. do. *4* *4*  
How fastened to Beams *See below*  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *11 9 31 9*  
Is the Stringer Plate attached to the outside plating? *Yes*  
Angle Irons on ditto, No. *2* *4 x 4 x 0* *4 x 4 x 0*  
Stringer or Tie Plates, outside Hatchways *12 10 12 10*  
Flat of Lower Deck *12 10 12 10*  
Ceiling betwixt Decks, thickness and material *Batten* *2 1/2*  
in hold do. do. *2 1/2* *5 1/2*  
Main piece of Rudder, diameter at head *5 1/2* *3*  
do. at heel *5*  
Can the Rudder be unshipped afloat? *Yes*  
Bulkheads No. *one* Thickness of *6/16* *6/16*  
Height up *to main deck and one aft of to head beam*  
How secured to sides of ship *Double frames*  
Size of Vertical Angle Irons *3 x 3 x 7/16* and distance apart *30* ins.  
Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Kel* to *Gunnwale* Riveted through plates with *7/8* in. Rivets, about *7* apart.The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Main Deck* and to *frame* alternatelyKEELSONS. 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 *1/2* in. diameter, averaging *5 1/2* ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2 x 3 1/2* ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2 x 3 1/2* ins. from centre to centre.Butts of *three* 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 *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2 x 3 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1* length amidships.Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1* length.Breadth of laps of plating in double riveting *5 1/2 x 4 1/2* Breadth of laps of plating in single riveting *1*

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

Waterway, how secured to Beams *Sum Gutter* (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? *Welded knee plates* No. of Breasthooks, *5* Crutches, *4*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*Manufacturer's name or trade mark, *angle iron Messrs Plate Consell*

The above is a correct description.

Builder's Signature, *A. Duncan*Surveyor's Signature, *H. J. W. W. W.*

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? *Very few* 17728 Iron

Masts, Bowsprit, Yards, &c., are *Iron* 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. *Bowsprit 23 1/2 dia 2 9*  
State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 81 ft dia 2 9 Main 83.8 dia 2 9 Mizzen 76.3 dia 2 5*  
*Fore & Main Masts & Bowsprit 76 1/2 all in three plates edges double riveted butt straps 1/16 thicker than plates fitted outside & treble riveted, plates doubled in way of wedging at both Main & lower decks. The angle*  
*Iron in Bowsprit 5 1/2 x 3 1/2 with diaphragm plate in way of knee girders*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.	
N <sup>o</sup> .	SAILS.	CABLES, &c.											
	Fore Sails,	Chain	135	1 3/4	55 x 17 1/2	270 lb	Bowers	30/11/16.	3079	30.2.21	29.2.3.0	20.0.0	28 12/20
	Fore Top Sails,	Lipton Proving House	135.0	1 3/4	55 x 17 1/2	270 lb		30/11/16.	3073	29.3.14	20.10.2.4	25.2.0	25 4/20
Double	Fore Topmast Stay Sails	Samuel						30/11/16.	3074	25.1.7	25.1.2.7		
Port		Hamp Strm Cbl	90	1 5/16		1576	Lipton Proving House						
	Main Sails,	Hawser ...	90	1 1/2		9	Stream	...	1	12.0.10		12.0.0	
	Main Top Sails,	Towlines ...	90	1 1/2		5 1/2	Kedges	...	1	6.2.6		6.0.0	
and		Warp ...	90	1 1/2						3.1.0		3.0.0	
		quality	good										

Standing and Running Rigging *Wire & hempen* sufficient in size and *good* in quality. She has *me* Long Boat and *four* others  
The Windlass is *Harfield's Patent* 3 Capstan *Steam Winches* and Rudder *Efficient* Pumps *2 Iron*

Engine Room Skylights.—How constructed? — How secured in ordinary weather? —

What arrangements for deadlights in bad weather? —

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? *8 Ports & 8 Scuppers*

Cargo Hatchways.—How formed? *Iron Coverings*

State size Main Hatch *11'6" x 10'0"* Forehatch *8'0" x 6'6"* Quarterhatch *6'6" x 6'0"*

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

What arrangement for shifting beams? —

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>776</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>Built under J.S. and surveyed 1875.</i>
Date <i>11 Nov 1875</i>		2nd. On the plating during the process of riveting	<i>November 17. 23. 25. December 3. 10. 23. 28. 1876</i>
Order for Ordinary Survey No. <i>777</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>Jan 7. 14. 19. 22. 28. February 1. 14. April 4.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>July 17. 18. 28. 31. Aug 8. 15. 18. 23. 26. 30. Sept 13. 25.</i>
No. <i>105</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Oct 2. 13. 18. 19. 20. November 2. 9. 11. 21. 22. 24. Dec 2. 6. 7. 14. 22. 26. 1877 Jan 15. 23.</i>

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

*This Vessel has been built in conformity with the Rules and Midship Section, appended to Report on Sister Ship— "Marlborough" No 7038—which was submitted and approved by the Committee in letters dated 11<sup>th</sup> November 1875 and 29<sup>th</sup> Aug 1876. The Owners sanction having been obtained, as in the case of the Sister Ship above referred to, by the Builder to the scantlings of Hold beams. The workmanship and materials are of the best description.*

*Fore & Main lower Yards 76 ft dia 1 7/8 plates 3/16 to 3/16 In two plates edges single riveted*  
*Q's Topsail 64 ft - 14 1/4 - 3/16 to 3/16 treble riveted, plates doubled in*  
*Cross Jack Yard 62 ft - 14 - 3/16 to 3/16 way of slings -*  
*41 ft 3/4 ft*

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 *Portland Cement to above Bulkheads* Outside *Red Lead & Paint & Comp*

I am of opinion this Vessel should be Classed *100 A 1.* — in Bottom

The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *H. H. B. 100 A 1.*

Special ... £ 53: 3: 0 *24 Jan 1877*

Certificate ... £ 0: 0: 0

(Travelling Expenses, if any, £ ...).

Committee's Minute *30<sup>th</sup> January 1877*

Character assigned *100 A 1*

*28th Jan 1877*

*29/1/77*

*Lloyds Register*

*Foundation*