

IRON SHIP. 7838

No. 4054 Survey held at Dundee Date, First Survey 27 Nov 76 Last Survey 18 May 1877

On the Paddle Steamer "Kaffrarian" Master John Read

TONNAGE under Tonnage Deck 95.45 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third Spar, or Awning Deck. SPAR, OR AWNING DECKED VESSEL.
 Ditto of Poop, or Raised Or. Dk. HALF BREADTH (moulded)... 9.9 Feet.
 Ditto of Houses on Deck Hatchways. 38 DEPTH from upper part of Keel to top of Upper Deck Beams 8.9
 Ditto of Forecastle 1st NUMBER 36.0
 Gross Tonnage 95.83 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 Less Crew Space 13.43 LENGTH 79.0
 Less Engine Room 35.46 2nd NUMBER 3844.
 Register Tonnage as cut on Beam 46.94 PROPORTIONS—Breadths to Length under 4
 Depths to Length—Upper Deck to Keel 8.8.
 Main Deck ditto

Built at Dundee.

When built 1876-77 Launched 14 April 77

By whom built Mr W. B. Thompson

Owners Shipping and Forwarding Co.

Port belonging to East London

Destined Voyage East London

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

While Building and Afloat.

LENGTH on deck as per Rule 79 Feet. BREADTH—Moulded 19 9/16 Feet. DEPTH top of Floors to Upper Deck Beams 7 10 3/4 Feet. Power of Engines 40 Horse. N° of Decks with flat laid One N° of Tiers of Beams One

Dimensions of Ship per Register, length, 79.8 breadth, 20.1 depth, 7.88

KEEL, depth and thickness Flat Keel, see opposite.
 STEM, moulding and thickness 5 8 x 1 1/4
 STERN-POST for Rudder do. 5 1/2 x 1 3/8
 for Propeller " " " "
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22 (Class 100A)
 FRAMES, Angle Iron, for 2/3 length amidships 3 3 1/2 6 2 1/2 2 1/2 5
 Dq. for 1/3 at each end " " " " " "
 REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 5 2 1/4 2 1/4 4
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 x 6 11 x 5
 thickness at the ends of vessel 6 5
 depth at 3/4 the half-bdth. as per Rule 23 1/2 22
 height extended at the Bilges 23 1/2
 BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 6 5 3 6
 Single or double Angle Iron on Upper edge Average space 44 40
 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 7 1/2 x 7 7 1/2 x 6
 " Rider Plate 6 1/2 x 6 6 1/2 x 6
 " Bulb Plate to Intercoastal Keelson 3 3 6 3 3 6
 " Angle Irons 3 3 6 3 3 6
 " Double Angle Iron Side Keelson 3 3 6 3 3 6
 " Side Intercoastal Plate 6 x 6 6 x 4
 " do. Bulb Angle Irons 2 1/4 2 1/4 4 2 1/4 2 1/4 4
 " Attached to outside plating with angle iron
 BILGE Angle Irons 3 3 6 3 3 6
 " do. Bulb Iron 6 x 6 6 x 6
 " do. Intercoastal plates riveted to plating for length 60 1/2 2 3
 BILGE STRINGER Angle Irons
 Intercoastal plates riveted to plating for length
 SIDE STRINGER Angle Irons 3 3 6 3 3 6

Transoms, material. Knight-heads. Hawse Timbers. Plates & angles.
 Windlass Double purchased from Strin Wrench of Cron

The FRAMES extend in one length from Keel to main dk Sk and main rail alt. Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of and to bilges 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 3/4 in. diameter, averaging 3 3/8 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 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

Butts of one Strake at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than the plates they connect.

Edge from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

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

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

Breadth of laps of plating in double riveting 4 1/2. Breadth of laps of plating in single riveting 2 7/8

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

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

Beams of the various Decks, how secured to the sides? knees turned & solid welded. No. of Breasthooks, one Crutches, one

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

Manufacturer's name or trade mark, Shell plates from Jones Bros & Co. of Newcastle; Floor plates from Bonefield Iron Co. Stockton; Frame & Beam angles, D. Colville, Motherwell.

The above is a correct description.

Builder's Signature, W. B. Thompson Surveyor's Signature, J. R. Dinnitt

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

Do any rivets break into or through the seams or butts of the plating? *A few in the butts*

Bonsaprit. — " — " — 24-0 — " — " ~~Wedging Knight~~ Hds 10 in

W. B. Thompson

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J. L. Munnelle

It is submitted that this
vessel has been built in accord
with the approved bracing appendix
and appears eligible to be
classified 100 A1, as recommended

22/6/77