

IRON SHIP.

Survey held at *London*

Date, First Survey *12th November 1881* Last Survey *16th March 1882*

Iron *B¹²* *Annie Mc Donald* (now *Canna*)

437.61 ONE, OR TWO DECKED, ~~THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL.~~

Half Breadth (moulded) *14.6 1/2*

Depth from upper part of Keel to top of Upper Deck Beams *14.2*

Girth of Half Mainship Frame (as per Rule) *24.3 1/4*

1st Number *59.0 1/4*

1st Number, if a 3-Decked Vessel deduct 7 feet

Length *145.*

2nd Number *8556*

Proportions— Breadths to Length *5.*

Depths to Length— Upper Deck to Keel *8.4*

Main Deck ditto *—*

Master *J. C. Sangster*

Built at *Deptford Green*

When built *1881-82* Launched *20 Feb 1882*

By whom built *W. Walker & Co*

Owners *Marah Mc Donald*

Residence *London*

Port belonging to *London*

Destined Voyage *Swan River & Champion Bay*

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

While Building & Fitting out

BREADTH—

Moulded *29*

DEPTH top of Floors to Upper

Deck Beams *15*

Do. do. Main Deck Beams *8*

Power of

Engines *—*

Horse.

—

N^o. of Decks with flat laid *One*

N^o. of Tiers of Beams *Two*

ons of Ship per Register, length, *152.7* breadth, *29.1* depth, *15.5*

Depth and thickness *1 x 2*

moulding and thickness *1 x 2*

POST for Rudder do. do. *6 1/2 x 2*

" for Propeller *21 inches*

of Frames from moulding edge to *21 inches*

ing edge, all fore and aft *21 inches*

Angle Iron, for 1/2 length amidships *3 1/2 3 1/2*

at each end *3 1/2 3 1/2*

ED FRAMES, Angle Iron *3 3 1/2*

depth and thickness of Floor Plate *1 1/2 1 1/2*

line for half length amidships *1 1/2 1 1/2*

thickness at the ends of vessel *6*

th at 3/4 the half-bdth. as per Rule *8 3/4*

ight extended at the Bilges. *as per approved section*

Upper, Spar, or Awning Deck *1*

ble Ang. Iron, Plate or Tee Bulb Iron *3 3 6*

double Angle Iron on Upper edge *42*

... *42*

... *8*

Double Angle Iron on Upper Edge *4 3 1/2*

space. *on every 10 ft frame*

Hold, or Orlop *8 1/2*

ble Ang. Iron, Plate or Tee Bulb Iron *8 1/2*

double Angle Iron on Upper Edge *8 1/2*

... *8 1/2*

NS Centre line, single or double plate, *11*

on, or Intercostal, Plates *1 1/2*

der Plate *1 1/2*

lb Plate to Intercostal Keelson *3 1/2 3 6*

gle Irons *3 1/2 3 6*

ble Angle Iron Side Keelson *3 1/2 3 6*

Intercostal Plate *3 1/2 3 6*

do. Angle Irons *3 1/2 3 6*

ached to outside plating with angle iron *3 1/2 3 6*

ngle Irons *3 1/2 3 6*

Bulb Iron *3 1/2 3 6*

Intercostal plates riveted to *3 1/2 3 6*

plating for length *3 1/2 3 6*

STRINGER Angle Irons *3 1/2 3 6*

Intercostal plates riveted to plating for *3 1/2 3 6*

length *3 1/2 3 6*

STRINGER Angle Irons *3 1/2 3 6*

ES extend in one length from *Keel* to *gunwale*

RSED ANGLE IRONS on floors and frames extend *from* middle line to *above hold beam stringer* and to *gunwale* alternately

Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*

Garboard, double riveted to Keel, with rivets *1* in. diameter, averaging *5* ins. from centre to centre.

es of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.

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

s of *One* Strakes at Bilge for *half* length, *double* riveted with Butt Straps *1 1/2* thicker than the plates they connect.

s from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 to 3 1/2* ins. from cr. to cr.

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

s of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted.*

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

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

th of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *—*

of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *per Rule* No. of Breasthooks *—*

ption of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Keelsons Connected*

's name or trade mark, *Shell plates Bulbs for beams and Angle iron from farrow & Sons*

is a correct description. *—*

gnature, *—*

Flat Keel Plates, breadth and thickness *—*

PLATES in Garboard Strakes, br'dth & thickness *30 1/2 9 30 9*

" From Garboard to upper part of Bilges *—*

" Of d'bling at Bilge, or increased thickness, *—*

" and length applied *—*

" From up. prt of Bilge to Ir. edge of Sh'rstrake *—*

" Main Sheerstrake, breadth and thickness *33 9 33 9*

" Of d'bling at Sh'stk. & lng. applied *—*

" From M'n. to Up. or Spar Dk. Sh'rstrake *—*

" Up. or Spar Dk. Sh'rstrake, br'dth & thck'n'ss *—*

Butt Straps to outside plating, breadth & thickness *10 10 1/2 9 1/4 10 1/2*

Lengths of Plating *7 1/2 spaces of frames*

Shifts of Plating, and Stringers *not less than 2 spaces of frames*

Gunwale Plate on ends of Awning Spar, or *—*

Upper Deck Beams, breadth and thickness *30 1/2 16 30 1/2*

Angle Iron on ditto *3 1/2 3 x 6 3 1/2 3 x 6*

Tie Plates fore and aft, outside Hatchways *8 1/2 8 1/2*

Diagonal Tie Plates on Beams No. of Pairs *2 8 1/2 8 1/2*

Flat of Up., Spar, or Awning Dk. *Yellow Pine 3 1/2 3 1/2*

How fastened to Beams *galvanised iron with screw bolts 8 3 1/2 8*

Stringer Plate on ends of Main or Middle Deck *—*

Beams, breadth and thickness *—*

Is the Stringer Plate attached to the outside plating? *yes*

Angle Irons on ditto, No. *2*

Tie Plates, outside Hatchways *—*

Diagonal Tie Plates on Beams, No. of pairs *—*

Flat of Middle Deck* do. *—*

How fastened to Beams *—*

Stringer Plates on ends of Lower Deck, Hold or *—*

Orlop Beams *21 6 21 6*

Is the Stringer Plate attached to the outside plating? *yes*

Angle Irons on ditto, No. *2*

Stringer or Tie Plates, outside Hatchways *3 1/2 x 3 1/2 6 3 1/2 x 3 1/2 6*

Flat of Lower Deck* *—*

Ceiling betwixt Decks, thickness and material *2 1/2 Battens*

" in hold do. *2 1/2 Pine*

Main piece of Rudder, diameter at head *4*

do. at heel *2 1/4*

Can the Rudder be unshipped afloat? *yes*

Bulkheads No. *1* No. per Rule *1*

" Thickness of *5 1/2*

" Height up *to main deck*

" How secured to sides of ship *double framed*

" Size of Vertical Angle Irons *3 x 2 1/2 x 6* and distance apart *30* ins.

" Are the outside Plates doubled two spaces of Frames in length? *yes*

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is a correct description. *—*

gnature, *—*

Surveyor's Signature, *—*

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

Workmanship.

Are the butts of plating planed or otherwise fitted?

planed

4141520

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

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?

no

Masts, Bowsprit, Yards, &c., are

all

in

good

condition, and sufficient in size and length.

If of Iron or Steel give Scan

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

and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

The Fore Mast 62.0 x 2 1/2 Diam Main Mast 65

and bowsprit 19 ft outboard also the Fore & Main Yards are constructed of

The Mizzen Mast 60 ft extreme length is of wood. Both of the Iron Masts the

Bowsprit and lower Yards were made at Liverpool by Messrs Mainwright Brothers &

and are stated to have been passed by Lloyd's Surveyor at that port.

NUMBER for EQUIPMENT

9126

Fathoms

Inches

Test per

Certificate

Inches per Rule

Machine where

Tested & Suprntd.

ANCHORS.

No.

Weight

Ex. Stock

Test per

Certificate

Wght req'd

per Rule

Mach

Tested

SAILS.

CABLES, &c.

Fore Sails,

Chain

Fore Top Sails,

Iron Stream Chain

Fore Topmast

or Steel Wire

Stay Sails,

or Hempten Strm

Main Sails,

Cable

Main Top Sails,

Towline, Hemp

and

or Steel Wire

Main Top Sails,

Hawser

and

Warp

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