

IRON SHIP.

No. 6520 Survey held at Port Glasgow Date, First Survey August 1843 Last Survey 23 March 1844

On the Ship Dunedin Yard Number 45 Master Whitson

TONNAGE under Deck	1130.29	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Port Glasgow</u>
Ditto of Third, Spar, or Awning Deck.		SPAR, OR AWNING-DECKED VESSEL.	
Ditto of Poop, or Fore-castle	124.46	HALF BREADTH (moulded)	When built 1843: <u>4/4</u> Launched <u>3 March 1844</u>
Ditto of Houses on Deck .. .	20.43	DEPTH from upper part of Keel to top of Upper Deck Beams	By whom built <u>R. Duncan & Co.</u>
Ditto of Fore-castle	44.05	GIRTH of Half Midship Frame (as per Rule) .. .	Owners <u>Albion Shipping Co.</u>
Gross Tonnage	1319.53	1st NUMBER	Port belonging to <u>Glasgow</u>
Less Crew Space	69.90	1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet	Destined Voyage <u>New Zealand</u>
Less Engine Room	1249.63	LENGTH	Surveyed while Building, Afloat, or in Dry Dock
Register Tonnage as cut on Beams		2nd NUMBER	
		PROPORTIONS—Breadths to Length	
		Depths to Length—Upper Deck to Keel	
		Main Deck ditto	

LENGTH on deck as per Rule 228.58 BREADTH—Moulded... 35.8 DEPTH top of Floors to Upper Deck Beams 21.1 Power of Engines ... 2 No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 241.05 breadth, 36.1 depth, 20.9

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 22	9 x 22
STEM, moulding and thickness	8 1/2 x 22	8 1/2 x 22
STERN-POST for Rudder do. do.	8 1/2 x 22	8 1/2 x 22
for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 1/2	23 1/2
thickness at the ends of vessel	8 1/4	8 1/4
depth at 1/2 the half-bdth. as per Rule	12	11 1/2
height extended at the Bilges	40	47
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	8	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron		
Single or double Angle Iron on Upper Edge	3 x 3	3 x 3
Average space	48	48
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	3 x 3	3 x 3
Average space	48	48
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	16	12
Rider Plate	9	10
Bulb Plate to Intercoastal Keelson	5	4
Angle Irons	5	4
Double Angle Iron Side Keelson		
Side Intercoastal Plate	20	8
do. Angle Irons	5	4
Attached to outside plating with angle iron		
BILGE Angle Irons	5	4
do. Bulb Iron		
do. Intercoastal plates riveted to plating for length		
BILGE STRINGER Angle Irons	5	4
Intercoastal plates riveted to plating for length		
SIDE STRINGER Angle Irons in transverse	3	3

Transoms, material. Knight-heads. Hawse Timbers. Spon

Windlass Spon Patent Pall Bitt

	Inches in Ship.	16ths in Ship.	Inches required.	16ths required.
Flat Keel Plates, breadth and thickness	36	11	36	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	10		10	
of doubling at Bilge, or increased thickness, and length applied	11		11	
fin up. part of Bilge to l. edge of Sh'rstrake	10		10	
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake	40	12	40	12
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	9 1/2 x 1 1/2	11 1/2	9 1/2 x 1 1/2	11 1/2
Lengths of Plating	16 1/2		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	32	10	32	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 1	5 x 4 x 9		5 x 4 x 9	
Tie Plates, outside Hatchways	10 1/2	10	10 1/2	10
Diagonal Tie Plates on Beams, No. of pairs	6		6	
Waterways materials and scantlings	4		4	
Flat of Middle Deck do. do.	14		14	
How fastened to Beams	4		4	
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	24 1/2	9	24	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4 x 4 x 9		4 x 4 x 9	
Stringer or Tie Plates, outside Hatchways	10 1/2	9	10 1/2	9
Flat of Lower Deck	3		3	
Ceiling between Decks, thickness and material in hold	2 1/2		2 1/2	
Main piece of Rudder, diameter at head	6		5 1/4	
do. at heel	3		3	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 1 Thickness of	6 1/2		6 1/2	
Height up	10		10	
How secured to sides of ship	Double frames & broad liners			
Size of Vertical Angle Irons	3 x 3 x 1/16			
and distance apart	30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1/8 in. Rivets, about 4 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Main Deck Stringer and to Main Deck 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 1 1/8 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 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double 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 — length amidships.

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

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting —

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

Waterway, how secured to Beams Spon Butt (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Beams ends turned down No. of Breasthooks, 5 Crutches, 5

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 & Bull Coats, Plates, Mossend & Newport.

The above is a correct description

Builder's Signature, R. Duncan & Co. Surveyor's Signature, H. J. J. J.

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 laying surfaces? *Yes*

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

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.

State also Length and Diameter of Lower Masts and Bowsprit *Fore Mast 82' 6" dia 24" Main 85' 9" dia 24" Mizzen 78' 9" dia 24" Bowsprit 35' 5" dia 24"*

Masts & Bowsprit in three plates 1/16" thick tapering to 1/16". Butt and seams double riveted, and in way of wedging plates doubled. Bowsprit has three angle irons 5 x 1 1/2 x 9/16 all throughout.

NUMBER for EQUIPMENT		17,500	19,013	Yards.	Fathoms.	Test per	Test per	ANCHORS.	N°.	Weight.	Test per	Weight	Test per
SAILS.		CABLES.		Tens.		Long. & Size		per Kilo.		per Kilo.		per Kilo.	
N°													
2	Fore Sails.	Chain	38 1/2	135	17 1/2	59 lbs B.S. 22 1/2	17 1/2	59 3/4	2	33 1/2	32.0.16	30.4.0.0	32.0.0
2	Fore Top Sails.	(Kilo) Marking	33 1/2	135	17 1/2	59 lbs B.S. 22 1/2	17 1/2	59 3/4	2	33 1/2	32.0.16	30.4.0.0	32.0.0
2	Fore Topmast Stay Sails.	(Kilo) Marking	33 1/2	135	17 1/2	59 lbs B.S. 22 1/2	17 1/2	59 3/4	2	33 1/2	32.0.16	30.4.0.0	32.0.0
2	Main Sails.	Hawser	90	10	9 1/2	6			Stream	1	13.8.20	13.0.0	
2	Main Top Sails.	Towlines	90	9 1/2	6				Kedges	1	6.1.20	6.3.0	
and others as usual		Warp	90	6									
		quality good											

Standing and Running Rigging *Wye & Hempens* sufficient in size and *good* in quality. She has *Two* Life Boats and *four* others

The Windlass is *Patent* Capstern *efficient* and Rodder *efficient* Pumps *2 Patent*

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? *Ports & Scuppers*

Cargo Hatchways. How formed? *Span Rornings 15' high*

State size Main Hatch *12' 0" x 10' 0"* Fore Hatch *7' 0" x 6' 0"* Quarter Hatch *7' 0" x 6' 0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *None*

Hatches, if strong and efficient? *Yes*

Order for Special Survey No. <i>1448</i>	Dares 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>Build under S.S. and surveyed 1873 - Aug 4, 26.</i>
Date <i>4 August 1873</i>		2nd. On the plating during the process of riveting	<i>Sept. 2, 5, 11, 16, 23, 26. Oct. 4, 9, 15, 21, 25, 27. Nov. 4, 5.</i>
Order for Ordinary Survey No. <i>1449</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>10, 12, 21, 24, 26, 29. Dec. 11, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 31. Feb. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. March 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. April 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Sept. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Oct. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Dec. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented....	<i>24, 31. Feb. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. March 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. April 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Sept. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Oct. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Dec. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31.</i>
No. <i>45</i> in builder's yard		5th. After the ship was launched and equipped	<i>24, 31. Feb. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. March 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. April 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Sept. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Oct. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31. Dec. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31.</i>

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

This Vessel has been built in conformity with the Rules as per accompanying midships section, and additional strength has been added in way of Full Poop as per Rule, in consideration of its being over one fourth the length of the Vessel. The materials and workmanship are of the very best description.

State if one, two or three decked vessel, or if four or more decked, and lengths of poop, fore-castle, main-castle, main-deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement* to about *Red Lead* Outside *3 Coats of Red Lead* & *White Lead* Composition put bottom

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,

Special ... £ 56 : 4 : 6 25 March 1874

Certificate ... £ 61 : 5 : 0

(Travelling Expenses)

(if any) £

Committee's Minute *27th March 1874*

Character assigned *100 A.1.*



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