

Steel IRON SHIP. 23904

No. 4911 Survey held at Dumbarton Date, First Survey 26th Dec 1878 Mast Survey 3rd July 1879
 On the SS Rotomahana Master Thos Underman

TONNAGE under Tonnage Deck 1604.29 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awaiting Deck. 171.30 SPAR, OR AWAITING DECKED VESSEL.
 Ditto of Hoop, or Raised Qr. Dk. 37.54 HALF BREADTH (moulded) 17.5
 Ditto of Houses on Deck 1727.17 DEPTH from upper part of Keel to top of Upper Deck Beams 26.05
 Ditto of Forecastle 100.07 GIRTH of Half Midship Frame (as per Rule) 39.25
 Gross Tonnage 1727.17 1st NUMBER 82.00
 Less Crew Space 100.07 1st NUMBER, if a THREE-DECKED VESSEL 7
 Less Engine Room 761.76 LENGTH 74.0
 Register Tonnage 864.54 2nd NUMBER 5670
 as cut in Beam 864.54 PROPORTIONS—Breadths to Length 0.16
 Depths to Length—Upper Deck to Keel 10.97
 Main Deck ditto 15.0

Built at Dumbarton
 When built 1879 Launched 6
 By whom built Wm Denny & Co
 Owners Union S.P. Co
 Port belonging to Dunedin
 Destined Voyage Dund. Melbourne
 If Surveyed while Building, Afloat, or in Dry

LENGTH on deck as per Rule 296 BREADTH Moulded 35 DEPTH top of Floor Deck Beams 16 Power of Engines 400 No. of Decks with flat laid 2 No. of Tiers of Beams 3
 Dimensions of Ship per Register, length 296 breadth 35 depth 23

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness... <u>See Keel Plate</u>								
STEM, moulding and thickness... <u>Iron 9 x 2 1/2</u>								
STERN POST for Rudder do. do. for Propeller <u>as per sketch</u>								
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u>								
FRAMES, Angle <u>Iron</u> , for 1/2 length amidships	5	3	5 1/2	5	3	5 1/2		
Do. for 1/4 at each end	3	3	7	3	3	7 1/6		
REVERSED FRAMES, Angle <u>Iron</u>	3	3	7	3	3	7 1/6		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	5 1/2	2 3/4	5 1/2	5 1/2			
thickness at the ends of vessel	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4			
depth at 1/4 the half-bdth. as per Rule	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4			
height extended at the Bilges...	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
BEAMS, Upper, <u>Spar</u> , or <u>Awaiting Deck</u>	7	4 1/2	6	7	6 1/6			
Single or double Angle Iron, Plate or Tee Bulb	7	4 1/2	6	7	6 1/6			
Single or double Angle Iron on Upper edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
Average space...	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
BEAMS, <u>Main</u> , or <u>Middle Deck</u>	3	3	6	5	5	7 1/6		
Single or double Angle Iron, Plate or Tee Bulb	3	3	6	5	5	7 1/6		
Single or double Angle Iron on Upper edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
Average space...	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
BEAMS, Lower Deck, <u>Hold</u> , or <u>Cribs</u>	3	3	6	3	3	5 1/2		
Single or double Angle Iron, Plate or Tee Bulb	3	3	6	3	3	5 1/2		
Single or double Angle Iron on Upper edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
Average space...	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2			
KEELSONS Centre line, single or double plate, <u>Iron</u> Intercoastal, Plates	17	9	17	9 1/6	9 1/6			
Rider Plate	11 1/2	9	11 1/2	9 1/6	9 1/6			
Butt Plate to Intercoastal Keelson	5 1/2	4	7	5 1/2	4 7/6			
Angle Iron	5 1/2	4	7	5 1/2	4 7/6			
Double Angle Iron Side Keelson								
Side Intercoastal Plate								
do. Angle <u>Iron</u>	5 1/2	4	7	5 1/2	4 7/6			
Attached to outside plating with angle iron	3	3	6	3	3	4 1/6		
BILGE Angle <u>Iron</u>	5 1/2	4	7	5 1/2	4 7/6			
do. Bulb <u>Iron</u> <u>as per sketch</u>	5 1/2	4	7	5 1/2	4 7/6			
do. Intercoastal plates riveted to plating for 1/2 length								
BILGE STRINGER Angle <u>Iron</u>	5 1/2	4	7	5 1/2	4 7/6			
Intercoastal plates riveted to plating for 1/2 length								
SIDE STRINGER Angle <u>Iron</u> <u>in after body as per sketch</u>								
Transoms, material. Knight-heads. Hawse Timbers. <u>Steel</u>								
Windlass <u>Iron</u> <u>as per sketch</u> Pall Bitt								
The FRAMES extend in one length from <u>Keel angles</u> to upper deck stringer								
The REVERSED ANGLE <u>Iron</u> on floors and frames extend from middle line to <u>about 1/2 stringer plate</u> and to upper stringer alternately								
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>								
PLATING. Garboard, double riveted to Keel, with rivets <u>1 in.</u> diameter, averaging <u>4</u> ins. from centre to centre.								
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4 in.</u> diameter, averaging <u>3</u> ins. from centre to centre.								
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4 in.</u> diameter averaging <u>3</u> ins. from centre to centre.								
Butts of <u>3</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>7/16</u> thicker than the plates they connect.								
Edges from bilge to Main Sheerstrake, worked clencher, double <u>single</u> riveted; with rivets <u>3/4 in.</u> diameter, averaging <u>3</u> ins. from cr. to cr.								
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4 in.</u> diameter, averaging <u>3</u> ins. from cr. to cr.								
Lower Edges of Main Sheerstrake, double <u>single</u> riveted.								
Butts of Main Sheerstrake, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for <u>1/2</u> length.								
Butts of Main Stringer Plate, treble riveted for <u>1/2</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>1/2</u> length.								
Breadth of laps of plating in double riveting <u>5 1/2</u> Breadth of laps of plating in single riveting								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>part treble the rest double</u>								
Waterway, how secured to Beams <u>Gutter Waterway</u> (Explain by Sketch, if necessary.)								
Beams of the various Decks, how secured to the sides? <u>laced with iron knees</u>								
What description of <u>Steel</u> is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Steel Co. of Scotland</u>								
Manufacturer's name or trade mark. <u>Steel Co. of Scotland</u> The beam bulks, added at <u>Moscow</u> have the <u>Moscow</u> roll mark also.								

Can the Rudder be unshipped afloat? Yes
 Bulkheads No. 4 Thickness of 3/4 in.
 Height up Fore & Aft as per sketch
 How secured to sides of ship single frames of 3 in. double amidships
 Size of Vertical Angle 3 x 3 x 1/2 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes
 Riveted through plates with 3/4 in. Rivets, about 5 1/2 apart.
 And butts properly shifted? Yes
 The above is a correct description.
 Builder's Signature, Wm Denny & Co Surveyor's Signature, Wm Denny & Co
 Surveyor in Charge of British and Foreign Shipbuilding

23904 Iron

50 Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT 25254

one half m^{ts}

The Windlass is Iron Steam Capstan good and Rudder good Pumps good

What arrangements for deadlights in bad weather? *Gratings & tarpaulins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed? *Iron Cornings*—

If of extraordinary size, state h. w framed and secured? (Forel afters in Datchis

Hatches, If strong and efficient? Yes

Order for Special Summons No. 119

General Remarks (State

and will be

Length of bridge 100

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I am of opinion this Vessel a

1883

(Travelling Expenses, if any, £ *5*.)

Committee's Minutes

Committee's Minutes

Character assigned

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

This vessel appears eligible to be class

Steel

Three decked Rule

Dr. H. Bottom 8871

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LR-FAF-TB3-26d