

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 31** Survey held at **Dunedin** Date, first Survey **8th Jan'y** Last Survey **10th Jan'y** 1880
 on the **S. S. Rotamahana** Master **Underwood**

TONNAGE under Tonnage Deck **1604**
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **1727**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as S^r mer, cut on Bm. **865**
 Built at **Glasgow** When built **1879**
 Owners **Union S.S. Coy** Port belonging to **Dunedin**
 Residence **James Mills, Managing Director**
 By whom built **Drum** Destined Voyage **Intercolonial**
 If Surveyed Afloat or in Dry Dock **In Dry Dock**
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.**
 Last Survey, No. **23904** Port **Iron** Classed **100 A1**
7.79

REPAIRS, OR EXAMINATION AS PER RULE

At the request of the Union S.S. Company of this Port and assisted by Mr Crawford Government Engineer Surveyor I made careful surveys of the S. S. Rotamahana in the Graving Dock at Port Chalmers. The Rotamahana was reported to have struck on a sunken rock near the Great Barrier Island about 50 miles from Auckland and being leaky she was brought to this port and docked, as above, for inspection and repairs. We found that the vessel had first struck apparently with great violence on the starboard bilge 4th stake from keel immediately under the bulkhead which separates the fore hold from the bunker over

Present Condition of the Decks

Waterways
 Comings
 Upper Deck Beams & Fastenings
 Lower Deck Beams & Fastenings
 Planksheers
 Sheerstrakes
 Topsides
 Wales
 Plank (Bottom) and Counter

Treenails

Breasthooks and Stemson
 Transoms, Pointers, and Crutches
 Timbers of the Frame at the openings
 Ditto Ditto at other places
 Keelsons
 Clamps and Shelves
 Ceiling
 Rudder
 Copper When put on
 Caulking of
 Bottom, Deck, & Waterways

Windlass and Capstan

Pumps
 Boats
 Masts, Yards, &c.
 Condition, how ascertained
 Sails
 Anchors No. of
 Cables
 Hawser and Warps
 Standing & Running Rigging

Engine Room Skylights Coal Bunker, Openings, Lids, &c. Scuppers Cargo and Main Hatchways Hatches
 General Observations, Opinion as to Class, &c.

Is in first class order & condition in every respect

The Amount of Entry Fee ... £ 2 : - : - received by me, **Drum**
 Special ... £ 5 : 5 : **Jan'y 1880**
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute Tuesday, March 16th 1880.

Character assigned

100 A1
TRW Dry 80

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

It is submitted that this vessel appears to be eligible for premium as claimed 100 A1 "Steel" 11/10/80

25999 Gen

The indentations continuing aft about 21 feet on the same strake in way of coal bunker and engine spaces.

The upper edge of 3^d strake was also considerably indented and several of the frames bent aft about 2 inches and set upwards to the same extent.

All the material is steel and neither the plates or frames were fractured in the slightest degree.

One 14 feet plate was removed rolled straight and replaced after the other indentations and bent frames had been heated and made as straight as possible.

The repairs including recentering were effected in a substantial and workmanlike manner and the vessel is now as sound and seaworthy as before the accident.

The vessel is otherwise in splendid order.

The bottom was scraped ~~clean~~ and carefully examined. No part had been touched except on the starboard bilge as before mentioned.

The bottom was recoated with antifouling and other paint.

James McRussell
Surveyor to Lloyds Regⁿ