

Steel IRON SHIP.

No. *5445* Survey held at *Dumbarton* Date, First Survey *11th Aug 81* Last Survey *13 June 1882*
On the *Steel Screw Steamer "Omahere"*

TONNAGE under
Tonnage Deck *559.54*
Below Deck *26.39*
on upper part of
Keel *4.00*
Ditto of House
on Deck *11.05*
Ditto of Forecastle
Gross Tonnage *600.98*
Less Crew Space *29.80*
Less Engine Room *218.89*
Register Tonnage
as out on Beam *352.29*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *14.5*
Depth from upper part of Keel to top of Upper Deck Beams *15.83*
Girth of Half Midship Frame (as per Rule) *28.00*
1st Number *58.33*
1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓
Length *178.88*
2nd Number *104.34*
Proportions— Breadths to Length .. *6.16*
Depths to Length— Upper Deck to Keel .. *11.2*
Main Deck ditto

Master *J. McKney*
Built at *Dumbarton*
When built *1881-82* Launched *19 April 82*
By whom built *W^m Denny & Bros.*
Owners *Union I.S.C. of Scotland*
Residence *Dunedin*
Port belonging to *Dunedin*
Destined Voyage *Dunedin*
If Surveyed while Building, Afloat, or in Dry Dock.
While building & afloat.

LENGTH on deck as per Rule *178* Feet. *10* Inches. BREADTH— Moulded *29* Feet. *0* Inches. DEPTH top of Floors to Upper Deck Beams *14* Feet. *5* Inches. Power of Engines *80* Horse. N^o. of Decks with flat laid *one* N^o. of Tiers of Beams *one*
Dimensions of Ship per Register, length, *180.3* breadth, *29.2* depth, *14.4* moulded depth *15.24* ft

KEEL, depth and thickness *32 x 2 3/32* inches in ship *32 x 2 3/32* inches per Rule
STEM, moulding and thickness *6 3/4 x 2 3/8* inches in ship *6 3/4 x 2 3/8* inches per Rule
STERN-POST for Rudder do. do. *7 x 4 1/2* inches in ship *7 x 4 1/2* inches per Rule
" " for Propeller *7 1/8 x 4 1/2* inches in ship *7 1/8 x 4 1/2* inches per Rule
Distance of Frames from moulding edge to moulding edge, all fore and aft *22* inches (Class *100A*)
FRAMES, Angle Iron, for 1/2 length amidships *3 1/2* inches in ship *3 1/2* inches per Rule
Do. for 1/4 at each end *3* inches in ship *3* inches per Rule
REVERSED FRAMES, Angle Iron *3 1/2* inches in ship *3 1/2* inches per Rule
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *17* inches in ship *17* inches per Rule
" thickness at the ends of vessel *13 1/8* inches in ship *13 1/8* inches per Rule
" depth at 1/2 the half-bdth. as per Rule *8 1/2* inches in ship *8 1/2* inches per Rule
" height extended at the Bilges *34* inches in ship *34* inches per Rule

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron *7* inches in ship *7* inches per Rule
Single or double Angle Iron on Upper edge *3* inches in ship *3* inches per Rule
Average space *44* inches in ship *44* inches per Rule
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron *10* inches in ship *10* inches per Rule
Single or double Angle Iron on Upper edge *10* inches in ship *10* inches per Rule
Average space *44* inches in ship *44* inches per Rule

BEAMS, Lower Deck— Cabin flat for Single or double Angle Iron, Plate or Tee Bulb Iron *5* inches in ship *5* inches per Rule
Single or double Angle Iron on Upper edge *5* inches in ship *5* inches per Rule
Average space *44* inches in ship *44* inches per Rule
BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron *7* inches in ship *7* inches per Rule
Single or double Angle Iron on Upper edge *7* inches in ship *7* inches per Rule
Average space *44* inches in ship *44* inches per Rule

KEELSONS Centre line, single or double plate, box, or intercostal, Plates *9* inches in ship *9* inches per Rule
" Rider Plate *6 1/2* inches in ship *6 1/2* inches per Rule
" Bulb Plate to Intercostal Keelson *4* inches in ship *4* inches per Rule
" Angle Irons *4* inches in ship *4* inches per Rule
" Double Angle Iron Side Keelson *4* inches in ship *4* inches per Rule
" Side Intercostal Plate *4* inches in ship *4* inches per Rule
" do. Single Angle Irons *4* inches in ship *4* inches per Rule
" Attached to outside plating with angle iron *3* inches in ship *3* inches per Rule
BILGE Angle Irons *4* inches in ship *4* inches per Rule
" do. Bulb Iron *4* inches in ship *4* inches per Rule
" do. Intercostal plates riveted to plating for *10* inches in ship *10* inches per Rule
BILGE STRINGER Angle Irons *4* inches in ship *4* inches per Rule
" Intercostal plates riveted to plating for *7* inches in ship *7* inches per Rule
SIDE STRINGER Angle Irons *4* inches in ship *4* inches per Rule

The FRAMES extend in one length from *middle line* to *gunwale*
The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *lower sk height* and to *upper sk* 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 *7/8* in. diameter, averaging *3 1/2* 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* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.
" Butts of *all outside plating* for *1/2* length, double riveted with Butt Straps *3/8* in. thicker than the plates they connect. *except sheer strake, which has 1/2 in.*
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.
" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length amidships.
" Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *3* Crutches, *Dup floors*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Steel Company of Scotland*
Manufacturer's name or trade mark, *Scotland*
The above is a correct description.
Builder's Signature *Wm Denny & Bros* Surveyor's Signature, *J. D. Dodd*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5745. *Yes*
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 faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, Bowsprit, Yards, &c., are *P. Pine* 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 *There are two ~~late~~ masts of P. Pine.*

approved 25 March 1881.

NUMBER FOR EQUIPMENT	SALES.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	Chain	Fore Sails,	90	3 1/8	38	195		Bower Anchors	1	12-1-6 3/4	4-4-0-7	12 cwt	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	Fore Top Sails,	9 1/2	1 1/8	25-7-2-0	81 3/8			1	12-0-2-5 1/2	4-1-3-1-4	34 1/2	
	Iron Stream Chain	Fore Topmast	60 1/2	1 3/8	17-8	80 1/8			1	10-1-15 1/2	2-8-3-0		
	or Steel Wire	Stay Sails,	24 1/2	1 1/8	11-7-2-0	75-8 1/2			1	4-0-0-8 1/2	6 1/2	4 cwt.	
	or Hempen Strm	Main Sails,	75	8 1/2	11-7-2-0	90-6 1/2			1	2-0-5 1/2	4-1-2-0	2	
	Cable	Main Top Sails,	90	6 1/2	11-7-2-0	90-6 1/2			1	2-1-1-6		1	
	Towline, Hemp.	and	90	5	90-3 1/2			2nd Kedge	1	1-1-1-6			
	or Steel Wire												
	Hawser												
	Warp												
	quality												

Standing and Running Rigging *Hemp & Hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *2* others
The Windlass is *Fleming & Ferguson's* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Teak on Iron Casings* How secured in ordinary weather? *Bolted*
What arrangements for deadlights in bad weather? *gratings and tarpaulins*
Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Toggles* Height above deck? *flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwarks.*

Cargo Hatchways. How formed? *As usual*
State size Main Hatch *18ft x 10ft* Forehatch *18ft x 10ft* Quarterhatch *✓*
If of extraordinary size, state how framed and secured? *Not of extraordinary size*
What arrangement for shifting beams? *one deep web frames in each hatch*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1500</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1881: Aug 11, 15, 18, 22, 29; Sep. 9, 12; Oct 3, 7, 14
Date <i>26 March 1881</i>	2nd. On the plating during the process of riveting	18, 25, 27; Nov. 1, 3, 7, 10, 14, 18, 22, 24, 28; Dec. 1, 5
Order for Ordinary Survey No. <i>1500</i>	3rd. When the beams were in and fastened, and before the decks were laid....	12, 16, 23, 27; 1882: Jan. 9, 12, 18, 23, 30; Feb 2, 6, 9, 20
Date <i>26 March 1881</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	Mar 1, 6, 22, 29; April 3, 11, 13, 18, 20, 24, 27; May
No. <i>256</i> in builder's yard.	5th. After the ship was launched and equipped	3, 9, 10, 16, 19, 24, 30; June 2, 7, 9, 13

General Remarks (State quality of workmanship, &c.) *The workmanship in this vessel is good, and she is built in accordance with the tracings & in number, attached herewith, and with the instructions contained in the Secretary's letters of the 10th & 25th Mar and 25th Nov^r 1881. The steel of which she is built, was tested at the manufacturer's works, as set forth in the Circulars issued by the Committee. The vessel has a fore peak ballast tank containing 15 Tons of water, and ballast tank aft around tunnel, 20 ft long and containing 46 Tons of water. Each of these tanks has been tested as required by the Rules.*

House aft *15 1/2 ft x 9 ft*. Open Bridge house *36 ft long*; and Dunk Forecastle *19 1/2 ft long* with side houses *5 1/2 ft long*.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

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, *[Signature]*

Special ... £ *28:11:0* 13/6 1882

Certificate ... £ *0:0:0* (to be sent as per margin) *33:11:0*

(Travelling Expenses, if any, £ ...)

Committee's Minute *Friday, 23rd June, 1882.*

Character assigned *100 A.1*

[Signature]
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that this vessel appears eligible for classed as recommended by 100 A.1 Foundation