

Steel IRON SHIP.

2nd JUNE, 82.

5745

No. *5745* Survey held at *Dumbarton* Date, First Survey *11th August* Last Survey *13 June* 18*82*

On the *Steel Screw Steamer "Omahere"*

TONNAGE under Tonnage Deck *559.54*
 Tonnage of Main Deck *26.39*
 Tonnage of Spar Deck *4.00*
 Ditto of House on Deck *11.05*
 Ditto of Fore-castle *600.98*
 Gross Tonnage *29.80*
 Less Crew Space *571.18*
 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 *184.34*
 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^o Denny & Bros.*
 Owners *Union S. S. Co. 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, breadth, depth,	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>32 x 2 1/2</i>	<i>32 x 2 1/2</i>	<i>32 x 2 1/2</i>	<i>32 x 2 1/2</i>	<i>32 x 2 1/2</i>	<i>32 x 2 1/2</i>
STEM, moulding and thickness	<i>6 3/4 x 2 3/8</i>	<i>6 3/4 x 2 3/8</i>	<i>6 3/4 x 2 3/8</i>	<i>6 3/4 x 2 3/8</i>	<i>6 3/4 x 2 3/8</i>	<i>6 3/4 x 2 3/8</i>
STERN-POST for Rudder do. do.	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>
" " for Propeller	<i>7 1/8 x 4 1/2</i>	<i>7 1/8 x 4 1/2</i>	<i>7 1/8 x 4 1/2</i>	<i>7 1/8 x 4 1/2</i>	<i>7 1/8 x 4 1/2</i>	<i>7 1/8 x 4 1/2</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>22 ins</i>	<i>22 ins</i>	<i>22 ins</i>	<i>22 ins</i>	<i>22 ins</i>	<i>22 ins</i>
FRAMES, Angle Iron, for 3/4 length amidships	<i>3 1/2</i>	<i>3</i>	<i>11</i>	<i>3 1/2</i>	<i>3</i>	<i>11</i>
Do. for 1/2 at each end	<i>3</i>	<i>2 1/2</i>	<i>10</i>	<i>3</i>	<i>2 1/2</i>	<i>10</i>
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>2 1/2</i>	<i>10</i>	<i>3</i>	<i>2 1/2</i>	<i>10</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>17</i>	<i>13 1/2</i>	<i>11</i>	<i>17</i>	<i>13 1/2</i>	<i>11</i>
" thickness at the ends of vessel	<i>8 1/2</i>	<i>8 1/2</i>	<i>11</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>11</i>
" depth at 3/4 the half-bdth. as per Rule	<i>8 1/2</i>	<i>8 1/2</i>	<i>11</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>11</i>
" height extended at the Bilges	<i>34</i>	<i>34</i>	<i>11</i>	<i>34</i>	<i>34</i>	<i>11</i>
BEAMS, Upper, Spar, or Awning Deck	<i>7</i>	<i>11</i>	<i>7</i>	<i>7</i>	<i>11</i>	<i>7</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	<i>10</i>	<i>3</i>	<i>3</i>	<i>10</i>
Single or double Angle Iron on Upper edge	<i>44 ins</i>	<i>44 ins</i>	<i>10</i>	<i>44 ins</i>	<i>44 ins</i>	<i>10</i>
Average space	<i>44 ins</i>	<i>44 ins</i>	<i>10</i>	<i>44 ins</i>	<i>44 ins</i>	<i>10</i>
BEAMS, Main or Middle Deck	<i>10</i>	<i>12</i>	<i>10</i>	<i>10</i>	<i>12</i>	<i>10</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>as spaced & app'n on Profile.</i>	<i>as spaced & app'n on Profile.</i>	<i>10</i>	<i>as spaced & app'n on Profile.</i>	<i>as spaced & app'n on Profile.</i>	<i>10</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>3</i>	<i>11</i>	<i>5</i>	<i>3</i>	<i>11</i>
Average space	<i>44 ins</i>	<i>44 ins</i>	<i>11</i>	<i>44 ins</i>	<i>44 ins</i>	<i>11</i>
BEAMS, Hold or Orlop	<i>7</i>	<i>11</i>	<i>7</i>	<i>7</i>	<i>11</i>	<i>7</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>as spaced & app'n on Profile.</i>	<i>as spaced & app'n on Profile.</i>	<i>10</i>	<i>as spaced & app'n on Profile.</i>	<i>as spaced & app'n on Profile.</i>	<i>10</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>3</i>	<i>11</i>	<i>5</i>	<i>3</i>	<i>11</i>
Average space	<i>44 ins</i>	<i>44 ins</i>	<i>11</i>	<i>44 ins</i>	<i>44 ins</i>	<i>11</i>
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>9</i>	<i>13</i>	<i>9</i>	<i>9</i>	<i>13</i>	<i>9</i>
" Rider Plate	<i>6 1/2</i>	<i>13</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>13</i>	<i>6 1/2</i>
" Bulb Plate to Intercostal Keelson	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" Angle Irons	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" Double Angle Iron Side Keelson	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" Side Intercostal Plate	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" do. Single Angle Irons	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" Attached to outside plating with angle iron	<i>3</i>	<i>2 1/2</i>	<i>10</i>	<i>3</i>	<i>2 1/2</i>	<i>10</i>
BILGE Angle Irons	<i>2 1/2</i>	<i>2 1/2</i>	<i>10</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>10</i>
" do. Bulb Iron	<i>10</i>	<i>12</i>	<i>10</i>	<i>10</i>	<i>12</i>	<i>10</i>
" do. Intercostal plates riveted to plating for bilge	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
BILGE STRINGER Angle Irons	<i>4</i>	<i>3</i>	<i>10</i>	<i>4</i>	<i>3</i>	<i>10</i>
" Intercostal plates riveted to plating for Bulb for half length	<i>7</i>	<i>11</i>	<i>7</i>	<i>7</i>	<i>11</i>	<i>7</i>
SIDE STRINGER Angle Irons	<i>same as upper Bilge.</i>	<i>same as upper Bilge.</i>	<i>same as upper Bilge.</i>	<i>same as upper Bilge.</i>	<i>same as upper Bilge.</i>	<i>same as upper Bilge.</i>

The FRAMES extend in one length from *middle line* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5* ft apart.
 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 *3/32* thicker than the plates they connect. *except sheer str. etc. while they are 4/32 thick*
 " 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 & Brothers* Surveyor's Signature, *J. D. Dodd*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—4000—24/5/81.)

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel. * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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 ~~sets~~ masts of P. Pine.*

approved 25 March 1881.

N ^o .	SAILS, CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
	Chain	105 2/3	1 3/16	38	195				12-1-6 1/2	4-4-0-7	12 cwt	
	Fore Sails, (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	90	1 1/8	25-7-0	195			1	2-1-6 1/2	4-1-3-1/4	total	
	Fore Top Sails, Iron Stream Chain	90	1 1/8	25-7-0	195			1	2-1-6 1/2	4-1-3-1/4	34 1/2	
	Fore Top Sails, or Steel Wire	60 1/2	1 3/16	17-8	180 1/2			1	10-1-15 1/2	12-8-3-0		
	Fore Topmast or Hempen Strm Cable	24	1 1/8	11-7-0	180 1/2			1	2-0-16 1/2			
	Stay Sails, Towline, Hemp.	24	1 1/8	11-7-0	180 1/2			1	4-0-0 1/2	6 1/2	4 cwt.	
	Main Sails, or Steel Wire	75	8 1/2	Manilla	90-6 1/2			1	3-24			
	Main Top Sails, Hawser	90	6 1/2		90-6 1/2			1	2-0-5 1/2	4-1-2-0	2	
	and Warp	90	5	90-3 1/2				1	2-16		1	
	quality	90	5	90-3 1/2				1	1-1-16			

Standing and Running Rigging *Kite & hump* 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 Coamings* 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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.
1500	26 March 1881			256	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 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, 3rd. When the beams were in and fastened, and before the decks were laid.... } 12, 16, 23, 27; 1882:— Jan. 9, 12, 16, 23, 30; Feb 2, 6, 9, 20; 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 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 Deck 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
 (Travelling Expenses, if any, £ ...) *33: 11: 0*
 Committee's Minute *Friday, 23rd June, 1882.*

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

The Surveys are requested not to write on or below the space for Committee's Minute.