

IRON SHIP.

70 NOV 82
5894
1882

No. 5894 Survey held at Paisley Date, First Survey 14th May Last Survey 23rd Oct 1882
On the S.S. "Kawatiro" 2 Mast, Schooner Rig

Tonnage under Tonnage Deck } 355.92
Ditto of Third, Spar, or Awning Deck }
Ditto of Ropes on Raised Qr. Dk. } 69.44
Ditto of Houses on Deck } 3.68
Roccastle } 8.04
Less Crew Space } 22.26
Less Engine Room } 144.84
Register Tonnage } 285.51
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL, Y
P.A.O. SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) ... 13.00
Depth from upper part of Keel to top of Upper Deck Beams ... 12.35
Girth of Half Midship Frame (as per Rule) ... 22.65
1st Number ... 48.00
1st Number, if a 3-Decked Vessel deduct 7 feet
Length ... 168.84
2nd Number ... 8.104
Proportions— Breadths to Length ... 6.49
Depths to Length— Upper Deck to Keel ... 13.6
Moulded Main Deck ditto Depth ... 11.11"

Master J. Patterson
Built at Paisley
When built 1882 Launched 8th Aug
By whom built H. Mc Intyre
Owners Gibson Ferrier, Glasgow
Residence
Port belonging to Dunedin, Otago
Destined Voyage Otago
If Surveyed while Building Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 168.84
BREADTH Moulded ... 26
DEPTH top of Floors to Upper Deck Beams ... 11
Do. do. Main Deck Beams ... 3
Power of Engines ... 70
Horse.
No. of Decks with flat laid 1
No. of Tiers of Beams 142 under R.A.O.

Dimensions of Ship per Register, length, 170.5 breadth, 26.1 depth, 11.25

	Inches in Ship.			Inches per Rule.		
	Inches	Inches	16ths	Inches	Inches	16ths
KEEL, depth and thickness	6 1/2	17	8	6 1/2	17	8
STEM, moulding and thickness	6 1/2	3 3/4		6 1/2	3 3/4	
STERN-POST for Rudder do. do.	6 1/2	3 3/4		6 1/2	3 3/4	
" " for Propeller	21			21		
Distance of Frames from moulding edge to moulding edge, all fore and aft						
FRAMES, Angle Iron, for 3/4 length amidships	3	3	6	3	3	6
Do. for 1/2 at each end	2 1/2	2 1/2	5	2 1/2	2 1/2	5
REVERSED FRAMES, Angle Iron	13 1/2	6	13 1/2	6	5	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	6 3/4			6 3/4		
" thickness at the ends of vessel	27			27		
" depth at 3/4 the half-bdth. as per Rule	5	3	6	5	3	6
" height extended at the Bilges	21			21		
BEAMS, Upper, Spar, or Awning Deck	5	3	6	5	3	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper edge	21			21		
Average space						
BEAMS, Main, or Middle Deck						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single, or double Angle Iron, on Upper Edge						
Average space						
BEAMS, Lower Deck						
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge						
Average space						
BEAMS, Hold, or Orlop under R.A.O.	7	7	7	7	7	7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge	3	3	6	3	3	6
Average space						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	8	7	8	7	6	
" Rider Plate	7 1/2	7	7 1/2	7	7	
" Bulb Plate to Intercoastal Keelson	3 1/2	3	6	3 1/2	3	6
" Angle Irons	3 1/2	3	6	3 1/2	3	6
" Double Angle Iron Side Keelson						
" Side Intercoastal Plate						
" do. Angle Irons						
" Attached to outside plating with angle iron						
BILGE Angle Irons	3 1/2	3	6	3 1/2	3	6
" do. Bulb Iron	6	6	6	6	6	6
" do. Intercoastal plates riveted to plating for length						
BILGE STRINGER Angle Irons	3 1/2	3	6	3 1/2	3	6
Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons	3 1/2	3	6	3 1/2	3	6

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in Rivets, about 6' apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Bilge Stringer and to Gunwale 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 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 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

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. But Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. But Upper or Spar Stringer Plate, treble riveted for length

Breadth of laps of plating in double riveting 4 1/2 - 5 1/2 Breadth of laps of plating single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles W. Duffin & Co

Manufacturer's name or trade mark, Downan Rang. Plates, West-Stockholm Iron Works.

The above is a correct description.

Builder's Signature, H. Mc Intyre

Surveyor's Signature, [Signature]

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

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Decks, state if whole or part, and if wood deck is laid thereon.

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planned* 5894 gbs
 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? *Only a few*

Masts, Bowsprit, Yards, &c., are *Wood* 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

2 Wood Mast, Schooner Rig

No.	SAILS.	CABLES &c Chain	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
								No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
	Fore Sails,	Iron Stream Chain	196	1 1/2	22 3/4 34 1/8	196.1 1/2	<i>Made at Halifax N.S. by Wm. Brown & Co. 1882</i>	Bower Anchors	1	10.0.0	12.0.0.0	10.0.0	<i>Made at Halifax N.S. by Wm. Brown & Co. 1882</i>
	Fore Top Sails,	or Steel Wire ..	60	1 1/2	10 1/8 - 15 1/8	60.1 1/2		1	10.0.6	12.2.0.2	10.0.0		
	Fore Topmast Stay Sails,	or Hempen Strm Cable ..						1	8.2.14	10.15.0.0	8.2.0		
	Main Sails,	or Steel Wire ..						Stream Anchor	1	3.3.3	6.5.1.7	3.3.0	
	Main Top Sails,	Hawser	75	8"		75.8"		Kedge ...	1	1.3.21	4.10.0.0	1.3.0	
	and	Warp	90	6"		90.6"		2nd Kedge ...	1	1.1.19		0.3.0	
		quality <i>Good</i>											

Standing and Running Rigging *M.H. x Manila* sufficient in size and *Good* in quality. She has *Two* Long Boats *and*
 The Windlass is *Reids Patent* Capstan and Rudder *Good* Pumps *2 Hand*
 Engine Room Skylights.—How constructed? *Deck in Iron Lining* How secured in ordinary weather? *With Quadrant*
 What arrangements for deadlights in bad weather? *Strong canvas covers*
 Coal Bunker Openings.—How constructed? *Cast Iron frame* How are lids secured? *With a bolt* Height above deck? *Flush*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Square Pts each side in Bulwark on Main Deck.*
 Cargo Hatchways.—How formed? *Plates & Angles*
 State size Main Hatch *20ft 9 x 10ft* Forehatch *8ft 10 x 8ft* Quarterhatch *13ft 9 x 10ft*
 If of extraordinary size, state how framed and secured? *Ordinary size*
 What arrangement for shifting beams? *Deep Web Plates*
 Hatches, If strong and efficient? *Solid Hatches*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
1731	10th April 1882			90		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						1882 March 14, 17, 23, 29	April 3, 10, 14, 19	May 5, 10, 16, 18, 22, 26, 31	June 2, 6, 13, 19	July 7, 13, 21, 25, 31
								Aug 8, 17, 21	Sep 4	19, 22, 26; Oct 2, 6, 11, 17, 23

General Remarks (State quality of workmanship, &c.)
 This is a single Decked Vessel with a Raised Quarter Deck 85-ft long & a Top Ballast- Forecastle 21-ft long. Built under Special Survey in accordance with the Rules & the General Arrangement in conformity with the Plans submitted & approved by the Committee & the materials & workmanship are good. Ballast Tanks tested by a head of water in excess of the Rules & found satisfactory.

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*. *Iron Deck from Break of R. A. 0 right-Fore*
 The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *W. Davidson*
 Special ... £ 21 : 10 : 0 *3/11/82*
 Certificate ... *gratis*
 (Travelling Expenses, if any, £).
 Committee's Minute *Tuesday, 7th November, 1882*
 Character assigned *100 A 1*
W. Davidson
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 This submitted that this vessel appears eligible to be classed 100 A 1. as required by the Rules.
 Lloyd's Register Foundation
 Double Bottom-particulars appended 7/11/82