

STEEL IRON SHIP.

(Received at London Office,

7667

No. 4667 Survey held at Dumbarton Date, First Survey 1886, April 30th Last Survey 18th October 1886

On the Steel Screw Steamer "Wainui" (Two masted schooner)

TONNAGE under
Tonnage/Deck
Ditto of Third Spar,
or Awning Deck,
Ditto of Mast,
Raised or Dk.
Ditto of Houses
on Deck
Ditto of Forecastle (Lump)
Gross Tonnage
Less Crew Space
Less Engine Room
Register Tonnage
as cut on Beam

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL~~
Feet.
Half Breadth (moulded) 14'0
Depth from upper part of Keel to top of Upper Deck Beams 16'37
Girth of Half Midship Frame (as per Rule) 27'16
1st Number 57'53
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 194
2nd Number 11'60
Proportions Breadths to Length 6'9
Depths to Length—Upper Deck to Keel 11'85
Main Deck ditto

Master A. Watson
Built at Dumbarton
When built 1886 Launched 2 Sept.
By whom built Murray Brothers
Owners J. H. Williams
Residence Wellington, New Zealand
Port belonging to Wellington
Destined Voyage Wellington
Surveyed while Building, Afloat, or in Dry Dock.
Especially surveyed while building.

LENGTH on deck as per Rule ... 194 - BREADTH—Moulded ... 20 - DEPTH top of Floors to Upper Deck Beams ... 15'0
Do. do. Main Deck Beams ... 15'0
Power of Engines ... 95
Horse. N^o. of Decks with flat laid 1
N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length, 196'0 breadth, 28'2 depth, 14'7

KEEL, depth and thickness ... 7 1/2 x 2 1/4
STEM, moulding and thickness ... 7 x 2 1/4
STERN-POST for Rudder do. do. ... 7 x 4 1/2
" " for Propeller ... 7 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft ... 22

FRAMES, Angle Iron, for 1/2 length amidships ... 3 1/2 x 3
Do. for 1/4 at each end ... 3 1/2 x 3
REVERSED FRAMES, Angle Iron ... 3 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... 16 1/2
" thickness at the ends of vessel ... 6
" depth at 3/4 the half-bdth. as per Rule ... 8 1/2
" height extended at the Bilges ... 33

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ... 2 1/2 x 2 1/2
Average space ... 44

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 3 x 3
Average space ... as per approved plan

BEAMS, Lower Deck—on Hold beams Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 3 x 3
Average space ... as per approved plan

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ... 3 x 3
Average space ...

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... 12 x 10
" Rider Plate ... 9 5/8 x 10
" Bulb Plate to Intercoastal Keelson ... 4 1/2 x 3
" Angle Irons ... 4 1/2 x 3
" Double Angle Iron Side Keelson ... 5
" Side Intercoastal Plate wash plates
" do. Angle Irons ...
" Attached to outside plating with angle iron

BILGE Angle Irons ... 4 1/2 x 3
" do. Bulb Iron ... 6 1/2 x 6
" do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons ... 4 1/2 x 3
Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons ... 4 1/2 x 3

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 upper deck and to lower deck 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 1 in. diameter, averaging 5 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 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.
" Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 20 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 1/2 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 5/8 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.
" Breadth of laps of plating in double riveting 5 1/4 + 4 1/2 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 Crutches, deep floors

What description of steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Wild steel tested as required

Manufacturer's name or trade mark, Consett and Dabell. Built 6th of Scotland.

The above is a correct description.

Builder's Signature, Murray Bros. Surveyor's Signature, G. Stanbury

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

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 7667.98
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 *now* 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 *The two masts, of pitch pine, carry a light auxiliary rig with square yards on the fore mast. The main mast is 83½ feet extreme length 15 inches diameter at the partners; the fore mast is 88½ feet extreme length and 16 inches diameter at the partners.*

NUMBER for EQUIPMENT 12276		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.
SAILES. CABLES, &c.												
N ^o .	Chain	105	1 5/16	46 1/2 x 31	210 of 1 5/16	No. 6355	Bower Anchors	1	15.3.0	17.3.0.14	15 1/4	No. 1500
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	105	1 5/16	46 1/2 x 31		6357		2	14.3.0	16.5.2.14	15 1/4	1501
Fore Top Sails,	Iron Stream Chain	210						3	13.0.0	14.17.0.21	13	1502
	or Steel Wire ..											
Fore Topmast	or Hempen Strm	60	4 1/8	205 x 13 3/4	60 of 1 1/4	No. 846						
Stay Sails,	Cable											
	Towline, Hemp.											
Main Sails,	or Steel Wire ..	90	7	cope	90 - 7	cope	Stream Anchor	4	5.0.20	7.9.2.21	5 1/4	No. 1503
Main Top Sails,	Hawser	90	7		90 - 7		Kedge	5	2.2.0	3.0.0.0	2 1/2	1504
and	Warp	90	5		90 - 5		2nd Kedge	6	2.0.0	(with stock)	1 1/2	None requir
	quality <i>Manilla</i>	120	3 1/2	others								

Standing and Running Rigging *galvanised iron wire* sufficient in size and *good* in quality. She has 2 *Boats* and 2 *others*

The Windlass is *W.C. McNeil's patent, steam*, Capstan *none* and Rudder *good* Pumps *good*, as approved.

Engine Room Skylights. How constructed? *Teak hood, on iron framing* How secured in ordinary weather? *glass bullseyes*

What arrangements for deadlights in bad weather? *Tarpanlins*

Coal Bunker Openings. How constructed? *Round shoots, 15" diam.* How are lids secured? *self locking* Height above deck? *flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Five scuppers and four wash ports on each side. Also two mooring pipes on each side.*

Cargo Hatchways. How formed? *plate coaming*

State size Main Hatch *8 ft 2 ins by 5 ft 4 ins* Fore hatch *14' 8" by 10 ft. 0 in.* Quarter hatch *11 ft. by 7 ft. 10 ins.*

If of extraordinary size, state how framed and secured? *One shifting beam and three wood fore*
What arrangement for shifting beams? *and afters to the fore hatchway.*

Hatches, If strong and efficient? *yes, solid, 3 ins. thick.*

Order for Special Survey No. <i>2044</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1886, April 30, May 4, 7, 11, 14, 18, 21, 25, June 1, 4, 8, 11, 15,</i>
Date <i>19th April 1886</i>		2nd. On the plating during the process of riveting	<i>18, 22, 26, 29; July 2, 5, 9, 13, 15, 27, 30; Aug 3, 6, 12, 13, 17, 20,</i>
Order for Ordinary Survey No. <i>4</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>24, 27, 31; Sept. 2, 3, 8, 10, 14, 17, 22, 25, 29; Oct. 1, 2, 5,</i>
Date <i>19th April 1886</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>6, 11, 12, 14, 18.</i>
No. <i>8</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case *13th April 1886 and 14th August 1886.*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved drawings (3 No.) herewith, and in other respects in compliance with the rules. The workmanship and material are good throughout, and the steel used was tested as required at the manufacturers. The water ballast tanks (particulars of which are given on the accompanying form) and the fore and after peaks, have all been filled with water and tested in accordance with the rules, and found watertight.

She has sunk fore-castle 21 1/2 feet long, and raised deck amidships 39 feet long (for break).

State if one, two, or three decked vessel, or if open, orawning 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 and paint* Outside *paint*

I am of opinion this Vessel should be Classed **100 A. 1. Steel*

The amount of the Entry Fee£ 3 : - : - is received by me, *(Signature)*

Special£ 29 : 16 : - *18/10/1886*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

TUESDAY 19 OCT 1886

18

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

It is recommended that this vessel appears eligible to be classed 100A.1. Steel as recommended by Lloyd's Register Foundation 19/10/86.