

STEEL SHIP.

(Received at London Office) 9996 24 JULY 1890

No. 9996 Survey held at Paisley Date of writing Report 30th June 1890 Port of Glasgow Date, First Survey 11th Oct 1889 Last Survey 9th July 1890

On the Paddle Steam Tug "Mama" Rig Pole mast.

TONNAGE under Tonnage Deck 195.71 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Raised Qr. Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage 195.71

Less Crew Space 13.71

Less 4th 182.00

Less Engine Room 3.46

Register Tonnage 122.98

as out on Beam 50.56

Half Breadth (moulded) 11.0

Depth from upper part of Keel to top of Upper Deck Beams 12.0

Girth of Half Midship Frame (as per Rule) 20.25

1st Number 43.25

1st Number of 3 Decked Vessel deduct 7 feet

Length 119

2nd Number 5146.75

Proportions— Breadths to Length 5.4

Depths to Length— Upper Deck to Keel 9.91

Main Deck ditto

Master W. H. Chenowise

Year of appointment (1) As master in service of owner of present vessel:—18 (2) As master of this vessel:—1890

Built at Paisley

When built 1889.1890 Launched 6th May 1890

By whom built Fleming & Ferguson

Owners Siman Harbour Board

Managers

(If desired to be entered in Reg. Book.)

Residence

Port belonging to Siman Dunedin

Destined Voyage New Zealand

If Surveyed while Building, Afloat, or in Dry Dock.

While building and afloat.

LENGTH on deck as per Rule 119 0 BREADTH— Moulded 22 0 DEPTH top of Floors to Upper Deck Beams 10 9 1/2 Power of Engines 90 No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 120 breadth, 22.1 depth, 10.7 Moulded depth 11.6

KEEL, depth and thickness 7 x 1 3/8 7 x 1 3/8 PLATES in Garboard Strakes, br'dth & thickness 31 8 31 8

STEM, moulding and thickness 6 x 1 3/8 6 x 1 3/8 From Garboard to upper part of Bilges 6.7 6.7

STERN-POST for Rudder do. do. 6 x 1 3/8 6 x 1 3/8 Of d'bling at Bilge, or increased thickness and length applied

" " for Propeller 21 21 From up. prt of Bilge to l.r. edge of Sh'rstrake 7.6 7.6

Distance of Frames from moulding edge to moulding edge, all fore and aft (Class 100 A.1) Main Sheerstrake, breadth and thickness 31 8 31 8

FRAMES, Angle Iron, for 1/2 length amidships 3 2 1/2 5 3 2 1/2 5 Of d'bling at Sh'rdth & l.r. applied

Do. for 1/4 at each end 3 2 1/2 5 3 2 1/2 5 From M'n. to Up. or Spar Dk. Sh'rstrake

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 5 2 1/2 2 1/2 5 Up. or Spar Dk. Sh'rstrake, br'dth & thickness

FLOORS, depth and thickness of Floor Plate 15 4 3/8 7.6 15 4 3/8 7.6 Butt Straps to outside plating, breadth & thickness 8.9 6.9 8.9 6.9

at mid line for half length amidships 12 1/2 6 12 1/2 6 Lengths of Plating Seven spaces, six spaces

thickness at the ends of vessel 12 1/2 6 12 1/2 6 Shifts of Plating, and Stringers Two spaces, two spaces

height extended at the Bilges Straight across app. section Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 26 6 26 6

BEAMS, Upper, Spar, or Awning Deck 6 3 9 6 3 9 Angle Iron on ditto 3 x 3 x 6 3 x 3 x 6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Tie Plates fore and aft, outside Hatchways

Single or double Angle Iron on Upper edge 42 42 Diagonal Tie Plates on Beams No. of Pairs

Average space 42 42 Flat of Up., Spar, or Awning Dk. 2 1/2 2 1/2

BEAMS, Main, or Middle Deck 6 3 9 6 3 9 How fastened to Beams

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Stringer Plate on ends of Main or Middle Deck

Single or double Angle Iron on Upper edge 42 42 Beams, breadth and thickness

Average space 42 42 Is the Stringer Plate attached to the outside plating?

BEAMS, Lower Deck 6 3 9 6 3 9 Angle Irons on ditto, No.

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Tie Plates, outside Hatchways

Single or double Angle Iron on Upper edge 42 42 Diagonal Tie Plates on Beams, No. of pairs

Average space 42 42 Flat of Middle Deck do. do.

BEAMS, Hold, or Orlop 6 3 9 6 3 9 How fastened to Beams

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

Single or double Angle Iron on Upper edge 42 42 Is the Stringer Plate attached to the outside plating?

Average space 42 42 Angle Irons on ditto, No.

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 7 7 Stringer or Tie Plates, outside Hatchways

Rider Plate 7 7 Flat of Lower Deck

Bulb Plate to Intercoastal Keelson 3 1/2 3 1/2 8 3 1/2 3 1/2 8 Ceiling betwixt Decks, thickness and material

Angle Irons 3 1/2 3 1/2 8 3 1/2 3 1/2 8 " in hold do. do. 2 2 2 2

Double Angle Iron Side Keelson 3 1/2 3 1/2 8 3 1/2 3 1/2 8 Main piece of Rudder, diameter at head 3 3/4 3 3/4

Side Intercoastal Plate 2 as per app. section do. at heel 2 3/4 2 3/4

do. Angle Irons 2 as per app. section Can the Rudder be unshipped afloat? Yes

Attached to outside plating with angle iron Bulkheads No. 4 No. per Rule 4

BILGE Angle Irons In way of Tanks 3 3 7 3 3 7 " Thickness of

do. Bulb Iron 3 3 7 3 3 7 " Height up all to deck

do. Intercoastal plates riveted to plating for length 3 3 6 3 3 6 " How secured to sides of ship between double frames

BILGE STRINGER Angle Irons 3 3 6 3 3 6 " Size of Vertical Angle Irons 3 x 2 1/2 x 5/8 and distance apart 30 ins.

Intercoastal plates riveted to plating for length 3 3 6 3 3 6 " Are the outside Plates doubled two spaces of Frames in length? Yes

SIDE STRINGER Angle Irons 3 3 6 3 3 6 The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to turn of bilge and to every frame 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 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 x 3/4 in. diameter averaging 2 1/8 2 1/2 ins. from centre to centre.

Butts of One Strake at Bilge for 1/2 length, double riveted with Butt Straps 1/20 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 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 x 5/8 in. diameter, averaging 2 1/2 2 3/4 ins. from cr. to cr.

Lower Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length amidships.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 9/8

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 2 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin

Manufacturer's name or trade mark, Parkhead, Mossend, Walsell, Hallside, Coats.

The above is a correct description.

Builder's Signature, J. Fleming & Ferguson Surveyor's Signature, Chas. Edwards

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 Deck, state if whole or part, and if wood deck in last column.

Workmanship. Are the butts of plating planed or otherwise fitted?

Planed

9996 gl

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 only in butts.

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

Pole mast.

| Number for Equip- ment | | CABLES, &c. | | | Test per Certificate. | Fathoms & Inches per Rule. | Machine where Tested and Superintendent, also Name of Chain Maker. | ANCHORS. | | Weight. Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested and Superintendent, also Name of Anchor Maker. |
|--------------------------------|--|--|----------|---------|---------------------------|----------------------------------|--|---|----------|-----------------------|-------------------------|--------------------------|---|
| | | Number of Certificate. | Fathoms. | Inches. | Tons. | | | Number of Certificate (State if any and with which they are stocked) | | | | | |
| Letter for do. | | 19236 | 35 3/4 | 13/16 | 3.5 17 9/10 7.5 11 7/8 | 35 3/4 | 27761 | 5.1.20 | 7.16.1.0 | 5.0.0 | | | |
| N ^o . | | A number of links calliper'd in each length | | | | | 27762 | 1.1.16 | 7.7.2.0 | 5.0.0 | | | |
| SAILS. | | 19246 | 45 3/4 | 9/16 | 8.5 8 3/8 7.5 5 3/8 | 45 3/4 | | 4.3.16 | | | | | |
| Fore Sails, | | | | | | | | | | | | | |
| Fore Top Sails, | | | | | | | | | | | | | |
| Fore Topmast Stay Sails, | | Iron Stream Chain or Steel Wire .. | | | | | | 1.0.26 | | | | | |
| Main Sails, | | Hempen Str'm Cable | | | | | | | | | | | |
| Main Top Sails, and quality | | TOWLINE— Hemp or Steel Wire. | 75 | 6 | | 75.6 | | | | | | | |
| Good | | Hawser | 90 | 4 | | 90.4 | | | | | | | |
| | | Warp..... | | | | | | | | | | | |

Standing and Running Rigging wire and manilla sufficient in size and good in quality. She has one Long Boat and another

The Windlass is J. Reid & Sons (patent) Capstan and Rudder good Pumps good

Engine Room Skylights.—How constructed? Tear frame on trunk bulk How secured in ordinary weather? Quadrants

What arrangements for deadlights in bad weather? Gratings & canvas covers

Coal Bunker Openings.—How constructed? Cast iron frames How are lids secured? with a clutch Height above deck? Flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Three scuppers and three wash

ports 2' 11" x 16" on each side.

Cargo Hatchways.—How formed? Iron framed

Hatches, If strong and efficient? Yes solid 2 3/4"

State size Main Hatch 5' 3" x 5' 0" x 16" Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured.... What arrangement for shifting beams? ..

| | | | |
|--|---|---|--|
| Order for Special Survey No. 2319 | 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 | 1889:— 11.22.28 Oct ^r , 4.8.14.20.26.29 Nov ^r , 6.13 |
| Date 11 th Sept ^r 1889 | | 2nd. On the plating during the process of riveting | 17.20.31 Dec ^r . 1890:— 7.14.24.27.30 Jan ^r , 3.6. |
| Order for Ordinary Survey No. 1 | | 3rd. When the beams were in and fastened, and before the decks were laid.... | 11.14.20.24.27 Feb ^r , 6.17.24.27.31 March, 1.10.14. |
| Date | | 4th. When the ship was complete, and before the plating was finally coated or cemented.. | 23.30 April, 5.9.15.19.26.29 May, 2.5.6.11.16.19.27 June. |
| No. 149 in builder's yard. | | 5th. After the ship was launched and equipped | 1.9 July. |
| State dates of letters respecting this case | | | 9 th Sept ^r , 3 rd Dec ^r 1889. |

General Remarks (State quality of workmanship, &c.) Workmanship and materials good

This is a Paddle steam tug built of steel in accordance with approved tracings and Secretary's letters of the above dates.

She has a double bottom compartments forward and aft which were tested by water pressure and proved satisfactory.

The fore and after peak compartments were also tested and found satisfactory.

She is now fully rigged as a Schooner for sailing the passage to New Zealand.

The wings of paddle boxes and paddle wheels taken down, and upon arrival at her destination she will be dismasted and then fitted with one pole mast. Paddle boxes re-fitted and made in every way complete as she was when her trials took place at this Port.

How are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) One

Material of dks. Teak If spar, awn. dk., &c. Material of spar, awn. dk., &c. No. of tiers of beams (with and without dks. laid) One

Official No. ; Signal Letters If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed 100A1 Steel For Towing Purposes

The amount of the Entry Fee is received by me; Charles Edwards

Special 9:16: 29/7/1890 30

(to be sent as per margin). Certificate ... TUES. 2 JUN 1891

(Travelling Expenses, if any, £) TUES 29 JULY 1890

Committee's Minute 100A1 Steel For Towing Purposes

Character assigned Then she posted 100A1 Steel Sailing Ship

afterwards to be expended 1 Dk. = 1/3 (particulars appended) 29/7/90