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No. 12009 Survey held at Newcastle Date, First Survey 4 August 1875 Last Survey 19 January 1876
On the Sailing ship "Wairoa" Master James J. Hudson
TONNAGE under 885.08 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
Tonnage Deck 106.85 ~~OPAR, OR AWNING DECKED VESSEL.~~
Ditto of Third Spar, 26.24 HALF BREADTH (moulded)... 17.00
Ditto of Poop, or 38.71 DEPTH from upper part of Keel to top of Upper Deck Beams 22.20
Raised Or. Pl. 1056.88 GIRTH of Half Midship Frame (as per Rule) 33.93
Ditto of Houses on Deck 41.42 1st NUMBER 73.13
Gross Tonnage 1015.46 2nd NUMBER 14174
Less Crew Space 1015.46 PROPORTIONS—Breadths to Length under 6
Less Engine Room 1015.46 Depths to Length—Upper Deck to Keel under 9
Register Tonnage (as cut on Beam) 1015.46 Main Deck ditto under 9
Built at Newcastle
When built 1875 Launched 13/10/75
By whom built Palmers S. & S. (Linn)
Owners New Zealand Shipping Co.
Port belonging to London
Destined Voyage New Zealand
Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule 193 Feet. 10 Inches. BREADTH—Moulded 34 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 20 Feet. 32 Inches. Power of Engines 1 Horse. No. of Decks with flat laid two No. of Tiers of Beams two

Dimensions of Ship per Register, length, 204.1 breadth, 34.2 depth, 20

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8
STEM, moulding and thickness	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8
STERN-POST for Rudder do. do.	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23		23		23		23		23	
FRAMES, Angle Iron, for 3/4 length amidships	5	3	5	3	5	3	5	3	5	3	5	3
Do. for 1/2 at each end	5	3	5	3	5	3	5	3	5	3	5	3
REVERSED FRAMES, Angle Iron	5	3	5	3	5	3	5	3	5	3	5	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	9	23	9	23	9	23	9	23	9	23	9
thickness at the ends of vessel	11 1/2	7	11 1/2	7	11 1/2	7	11 1/2	7	11 1/2	7	11 1/2	7
depth at 3/4 the half-bdth. as per Rule	46		46		46		46		46		46	
height extended at the Bilges	8	8	8	8	8	8	8	8	8	8	8	8
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Bulb Iron	3	3	3	3	3	3	3	3	3	3	3	3
Average space	6		6		6		6		6		6	
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Bulb Iron	3	3	3	3	3	3	3	3	3	3	3	3
Average space	6		6		6		6		6		6	
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Bulb Iron	3	3	3	3	3	3	3	3	3	3	3	3
Average space	6		6		6		6		6		6	
KEELSONS Centre line, single or double plate, or Intercoastal Plates	14	11	14	11	14	11	14	11	14	11	14	11
Rider Plate	11	11	11	11	11	11	11	11	11	11	11	11
Bulk Plate to Intercoastal Keelson	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Double Angle Iron Side Keelson	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Side Intercoastal Plate	6		6		6		6		6		6	
Attached to outside plating with angle iron	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
BILGE Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
do. Bulk Iron	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
do. Intercoastal plates riveted to plating for length	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
BILGE STRINGER Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Intercoastal plates riveted to plating for length	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
SIDE STRINGER Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2
Transoms, material. Knight-heads. Hawse Timbers.	Iron		Iron		Iron		Iron		Iron		Iron	
Windlass	Emerson & Walker		Pall Bitt	C. Gun								

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 lower deck 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 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 3 1/2 ins. from centre to centre.
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/2 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 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double 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 4 1/4 Breadth of laps of plating in single riveting 4 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted?
Waterway, how secured to Beams riveted (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides solid iron riveted to frames No. of Breasthooks, 4 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary ship iron
Manufacturer's name or trade mark, Palmers, Glasgow Wm. Fairbank

The above is a correct description.
Builder's Signature, James J. Hudson Surveyor's Signature, Geo. J. Cooper
Surveyor to Lloyd's Register of British and Foreign Shipping.

