

Survey held at Whangaroa Auckland Date, first Survey 6 June 1901 Last Survey 15 August 1890
on the Steamer "Countess of Rothesay" Master Worsley
Tonnage under Tonnage Deck 166.64 Built at Whangaroa When built 1901 Launched 17 June 1901
Ditto of Spar Deck, or Awaiting Deck 15.58 By whom built Same. Brown Owners New Zealand Government
Ditto of Plop, or Raised Qr. Dk. 10.37 Port belonging to Auckland Destined Voyage South Sea Islands
Ditto of Houses on Deck 198.06 If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat
Gross Tonnage 13.50
Crew Space, as per Rule 152.63
Register Tonnage, cut on Beam 27.84
Engine Room 152.63
Register Tonnage, as a Steamer, }
cut on the Beam }

| | | | | | | | | | |
|---|-------|---------|-------------------------|-------|---------|---------------|-------|---------|-----------------|
| Length as per section 39..... | Feet. | Inches. | Extreme Breadth Outside | Feet. | Inches. | Depth of Hold | Feet. | Inches. | Number of Decks |
| Length of Keel | 96 | | 25 | 1 | | 10 | 8 | | One |
| (Depth from limber-strakes to under side of lower deck beam <u>40 line. Keel.</u>) | | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | |
| TIMBER AND SPACE | 21 | 8 | 21 | 8 | 21 | 8 | 21 | 8 | 21 |
| Floors | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 1st Foothooks | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 2nd Ditto | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 3rd Ditto | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Top Timbers | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Deck { N° 24 Average } 3.6 | 9 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Beams { N° 24 Average } 3.6 | 9 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Deck Beams, length amidships | 10 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Hold { N° 24 Average } 3.6 | 9 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Beams { N° 24 Average } 3.6 | 9 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Hold Beams, length amidships | 10 | 10 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Keel | 12 | 18 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Scarp of Ditto | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Keelsons | 12 | 12 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Scarp of Ditto | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

| | | | | | | | | | |
|------------------------------|-------------------------|---------------|--------------------------|----------------------------------|-------------------------|---------------|--------------------------|--------------------------------|----------------|
| Heel-Knee, & Deadw'd abaft | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Transoms and throats of Hooks | Copper or Y.M. in Ship. | Iron in Ship. | Inches required per Rule | Hold Beam | Waterway .. |
| Scarp of Keel, N° 6 | 12 | 14 | 12 | Arms of Hooks | 12 | 14 | 12 | Bolts in | Knees |
| Keelson Bolts through Keel | 14 | 16 | 14 | Thro' Bilge and Limber Strakes | 10 | 12 | 10 | | Shelf or Clamp |
| at each Floor | 16 | 16 | 16 | Thickstuff over Double Floors .. | 10 | 12 | 10 | Deck Beam | Waterway .. |
| Bolts thro' Heels of Timbers | 12 | 11 | 12 | Butt End Bolts | 10 | 12 | 10 | Bolts in | Knees |
| against Deadwood | 16 | 16 | 16 | Short Bolts in Ceiling | 10 | 12 | 10 | | Shelf or Clamp |
| Frame Bolts | 10 | 10 | 10 | Pintles of the Rudder | 10 | 12 | 10 | Nails or Bolts in Flat of Deck | 6 8d spikes |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close Inches. The Space between the Top-Timbers is 8 + 9 Inches.

The Floors consist of Pahutukawa & Puriri The First Foothooks of Kauri & Puriri

The Second Foothooks of nil The Third Foothooks and Top Timbers of Kauri, Puriri & Pahutukawa

The Main Keelson is Kauri and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet

The Transoms, Knightheads, Hawse Timbers, & Aprons of Kauri ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Puriri & Pahutukawa and free from defects ditto. The rest of the Shifts of the Frame are average 5 feet

The Stem, and Stern Post of Puriri ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of Kauri. and is free from sap, and from thence downwards, the frame is good

The Breasthooks of Iron & Puriri. The whole Frames are well bolted together to the Gunwale.

The Knees of Puriri. The Keel of Kauri. N.B. If not, state how bolted

The Main piece of Rudder of Puriri of Windlass of Puriri. The Butts of the Timbers are full size close together; their thickness not

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Kauri less than full size of the entire moulding at that place.

or to the First Foothook Heads } The Frame is well choiced with good Butt at each end of the choick.

From the above named Height to the Light Water Mark Kauri.

From the Light Water Mark to the Wales Kauri.

The Wales and Black-strakes Kauri. The Topsides & Sheer-strakes Kauri.

The Spirketting and Plank-sheers Kauri. The Water-ways { Upper Deck Kauri

The Decks Kauri State of free from sap & good { Lower Deck Kauri

The Shifts of the Planking are not less than 5 Feet — Inches. N.B. If less than prescribed by the Rule, state whether general or

partial, and if partial, in what part of the Ship. The Planking is wrought four between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Kauri.

The Ceiling, Lower Hold, and between Decks Kauri. Shelf Pieces and Clamps 2 Kauri.

Fastenings.—To Hold Beams nil.

Deck Beams Well fastened with good Lodging Knees of Puriri all throughout the vessel and well bolted - and seven Iron hanging knees on each side.

Number of Breasthooks Four Two Crutches Three

Bolts are of 12 in each Butt End One through and clenched.

Strakes 10 One One One



Lloyd's Register Foundation

are in Good condition, and sufficient in size and length.

198 tons gross taken for equipment per Rules for sailing vessel.

| BLES, &c. | Fathoms. | Inches. | Test as per Certificate. | In. req'd per Rule. | Test req'd per Rule. | ANCHORS, &c. | N ^o . | Weight. Ex. Stock. | Test as per Certificate. | Weight req'd per Rule. |
|---|--------------|---------|--------------------------|---------------------|----------------------|--|------------------|--------------------|--------------------------|------------------------|
| in | 75 | 1 1/2 | 12.35.30 | 1 1/2 | 18 | Bowers | 1 | 8.2.0 | 10.12.0 | 9 1/2 |
| Machine where tested, and name of Superintendent. | Crudly Heath | 1 1/2 | 20.6.0.0 | 1 1/2 | 27 1/2 | (State Machine where Tested, and name of Superintendent) of Certificates | 1 | 7.0.22 | no certificate | 14 1/2 |
| Open Stream | 60 | 2 1/2 | as per Paper enclosed. | 2 1/2 | 45-2 1/2 | Stream | 1 | 2.1.0 | | 2-1-0 |
| able | 45 | 2 | 8 | 2 | 75-6 1/2 | Kedges | 1 | | Total 4 | 100-0 |
| ser | 60 | 6 | Corr | 45-2 1/2 | test req'd 7 1/2 | | | | | |
| lines | 90 | 4 | Corr | 75-6 1/2 | hemp | | | | | |
| of quality | 90 | 4 | Manilla | 90-4 1/2 | | | | | | |

ing Rigging of wire sufficient in size and good in quality. She has 2 Long Boat and 21 1/2 Pumps good Two masts

Windlass is Good Capstan Good and Rudder Good Pumps good Two masts

gements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? are two Ports on each side.

med? Coaming & Carlin Kneel State size Ordinary Size

how framed and secured? not large

beams? No shifting beams

er strong and efficient? Yes good Main Hatchways. State size 11.10 x 9.6

DATES of Surveys 1st. When the Frame is completed 6 March 1901.

held while building, as per Section 35. 2nd. When the Beams are put in, &c. 27 March

3rd. When completed, and before the plank be painted or payed 25 April

4th. Survey 29 May

General Remarks. Then moved to Auckland

This vessel was built at Auckland by Lane & Brown. I visited the vessel four times on behalf of the New Zealand Government and was paid by two p. When she was launched on the 17 June she was built and finished. She sailed with a Cargo of Sundries on the 15 Aug 1901.

Her mainship is good. I have had no means of ascertaining how much wood has been cut, only what the Builders tell me. It has been cut a long time in their yard. The Keelson, Clamps and some of the planks are described by the Rules taken out for 200 tons, also in addition. The Butge planks and Waler are one to Topsides gradually diminishing. She is fitted with 85 Horse power. Description enclosed from Mr Gow - sailing ship in my opinion, rigged with three masts fore and 2 Topsails forward. Upper & Lower. After she was finished at ordered their Superintendent of Marine - Capt Reid - to go for a two days cruise to try her, and they good vessel. - I do not like her model her Quarters.

I would not give a Certificate in reference for the chain, because the Builders did not produce all the Certificate. Our Pariri wood is much superior to the Puketukawa wood shepers in durability and strength in preference to any other.

of Bottom Good Deck, Good and Waterways Good

Coppered, or Yellow Metalled Felted Yellow metal When last done Now

ould be Classed G.A.A. M.T. Blagden - Same as to

is received by me, 23/7/01

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