

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office. THUR. 8 JUN 1911

State if Report is also sent on the Machinery of the Vessel. *Yes*

Date of completion of report *5<sup>th</sup> June 1911*

Port of *Leith*

No. *13354*

Survey held at *Leith*

Date, First Survey *23<sup>rd</sup> September 1910* Last Survey *1<sup>st</sup> June 1911*

On the *S.S. Hanna*

Rig *Schooner*

TONNAGE under *1650.91*

CLASS *100A1*

FEET.

Master *Matthew Henry Ranson*

Year of appointment *(1) As Master in service of owner of present vessel: 1911 (2) As Master of this vessel: 1911*

Do. between Tonnage Dk. and 3rd and 4th Dk. *59.53*

Breadth (greatest moulded) *41.0*

Depth, at middle of length from top of keel to top of upper deck beams at side *19.91*

Transverse Number *60.91*

Length on deck from fore part of stem to after part of stern post *242.0*

Longitudinal Number *16569*

Depth "d," at middle of length (See Secs. 2 & 18) *16.91*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13.66*

" " Long Bridge Deck Beam at side to top of keel *10.01*

Built at *Leith*

When built *1911* Launched *14<sup>th</sup> April 1911*

By whom built *Muen Ramage & Ferguson Ltd.*

Owners *Union Steamship Co. of New Zealand Ltd.*

Managers *do*

Residence *Dunedin*

Port belonging to *Dunedin*

Do. of Poop *59.53*  
Do. of R.Q.Dk. *31.33*  
Do. of Bridge House *80.01*  
Do. of Forecastle *38.14*  
Do. of Houses on Dk. *88.28*  
Do. of excess of Hatchways *1948.23*  
Do. of above Crown of *111.51*  
Do. of Engine Room *88.28*  
Do. of fine Room *1748.44*  
Do. of AGE FOR FEES *713.95*  
Do. of Engine Room *43.59*

Net Tonnage *1049.18*

Destined Voyage *London*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

Length on Deck *242* 0 Breadth Moulded *41* 0 Depth, Actual—Top of Floors to top of Upper Dk. Beams *19* 11/4 No. of Decks with flat laid *One*  
Do. do. do. do. Second Dk. Beams *19* 11/4 No. of Tiers of Beams *One*

Moulded depth, ft. *24* ins. *2* To Bridge Dk. Round of Upper Dk. Beam, Actual *124* ins.  
Moulded depth, ft. *19* ins. *11* To Upper Dk.

FRAMING.						PILLARS.					
NAME, Angles, Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	Inches per Rule Or as Approved
in peaks	8	3	46	8	3	" " Hold					
in way of Double Bottoms at Solid Floors	5 1/2	3	38	5 1/2	3	" Quarter 'tween Dks.,					
" " at intermdt. Bkts.	3 1/2	3	34	3 1/2	3	" " in Hold					
ing of Frames from centre to centre amidships			23 1/2		23 1/2						
" " from 1/4 length to Collision bulkhead											
" " in peaks											
ERSED FRAME, Angles											
in way of Double Bottoms at Solid Floors	3	3	34	3	3						
" " at intermdt. Bkts.											
TING, depth of girder											
RS, depth and thickness of Floor Plate at mid-line for 1/4 length amidships											
in way of Engine and Boiler Spaces											
thickness at the ends of vessel											
depth at 1/4 the half breadth, as per Rule											
height extended at the Bilges											
RS & BRACKETS in Cell Dble Bottoms	34	44 B.S.	34	44 B.S.							
" state if flanged (top & bottom)	40		40								
" Spacing	23 1/2		23 1/2								
RE GIRDER, in Dbl. bottom, dpth. & thickness	36 x 46 1/2 x 38	56 B.S.	36 x 46 1/2 x 38	56 B.S.							
" Angles, Top	3	3	42	40	3						
" " Bottom	5	5	42	40	5						
" " to Floors	3	3	34	3	3						
GIRDERS, number on each side & thickness	170	32	42 B.S.	170	32						
" state if flanged (top and bottom)	40		40								
" Angles (top and bottom)	3	3	34	3	3						
" " to Floors	3	3	34	3	3						
IN PLATE, depth (exclusive of flange) and thickness	28 x 38 1/2 x 48 B.S.	28 x 38 1/2 x 48 B.S.									
" Angles to Outside Plating	3 1/2	3 1/2	38	3 1/2	3 1/2						
" " Floors	3	3	34	3	3						
" Height of Brackets above at bilge	18		18								
BOTTOM PLATING, breadth and thickness of Middle Line Strake	36 x 42 1/2 x 36	48 B.S.	36 x 42 1/2 x 36	48 B.S.							
" " in Engine and Boiler space	48 x 60 x 40 B.S.	60 x 60	40 B.S.	50 B.S.							
" " Remainder in Holds	34 1/2 x 30		34 1/2 x 30								
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Y	3	42	Y	3						
Angles on upper edge											
In way of Long Bridge	5 1/2	3	40	5 1/2	3						
Spacing	23 1/2		23 1/2								
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	34	5	3						
Angles on upper edge											
Spacing	23 1/2		23 1/2								
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	35	5 1/2	3						
Angles on upper edge											
Spacing	23 1/2		23 1/2								
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	35	5 1/2	3						
Angles on upper edge											
Spacing	23 1/2		23 1/2								

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 22.0 ft., R.Q.D. ☒ ft., Bridge 78.44 ft., Forecastle 26.0 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *not joined.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book). *one Stk (Steel) one tier of beams.*

Official No. ☒ ; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *No*

How are the surfaces preserved from oxidation? Inside *Paint + cement* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *cellular system*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	68.6	120	Fore peak tank,	13.6	55
Double bottom, under Engines and Boilers,	39.0	104	After peak tank,	18.0	125
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	108.0	234	Other tanks, if fitted,		
Total capacity of double bottom		458	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. 931

Date 6<sup>th</sup> Sep 1910

No. 225 in builder's yard.

1910 Sept 23<sup>rd</sup> 24<sup>th</sup> 30<sup>th</sup> Oct 3<sup>rd</sup> 6<sup>th</sup> 10<sup>th</sup> 12<sup>th</sup> 14<sup>th</sup> 20<sup>th</sup> 21<sup>st</sup> 24<sup>th</sup> 26<sup>th</sup> 31<sup>st</sup> Nov 4<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 14<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 22<sup>nd</sup> 24<sup>th</sup> 28<sup>th</sup> Dec 1<sup>st</sup> 2<sup>nd</sup>  
 1911 Jan 5<sup>th</sup> 11<sup>th</sup> 18<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 31<sup>st</sup> Feb 4<sup>th</sup> 7<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 20<sup>th</sup> 22<sup>nd</sup> March 1<sup>st</sup> 4<sup>th</sup> 9<sup>th</sup> 15<sup>th</sup> 21<sup>st</sup> 28<sup>th</sup> 30<sup>th</sup> April 3<sup>rd</sup>  
 4<sup>th</sup> 6<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 13<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 24<sup>th</sup> 28<sup>th</sup> May 2<sup>nd</sup> 3<sup>rd</sup> 8<sup>th</sup> 9<sup>th</sup> 12<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 22<sup>nd</sup> 26<sup>th</sup> 27<sup>th</sup> 31<sup>st</sup> June 1<sup>st</sup>

DATES of Surveys held while building

Total No. of Visits 70

Surveyor's Signature

*J. M. Anderson*

Lloyd's Register Foundation