

Rpt. 11b.

17 AUG 1926

Index No. 31996  
(For London Office only)Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.—STEAM SHIPS.PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH  
TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR  
WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS  
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.Port of Survey DublinDate of Survey 22<sup>nd</sup> July 1926Name of Surveyor C. E. RaffertyShip's Name  
"KANANUI"  
The Dublin Dockyard Co. Yard No. 121.  
Number in Register BookPort of Registry  
and Nationality.  
Wanganui.  
BritishOfficial  
Number.Gross  
Tonnage.

Date of Build.

Particulars of Classification.

1926

100-A-1. For Towing Purposes.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	110.3	24.2	11.1	188 $\frac{32}{100}$
Length on LOADLINE.	110	Frame Depth $4\frac{1}{2}$ Rule $2 \times 1\frac{1}{2}$ $= -3$ No Sheer $+3$	Ceiling $+20$ Sheer $+25$	Peak } Included Tanks } D.B. Forward & Under Engines $+4$
CORRECTED DIMENSIONS.	110.0	24.28	11.55	192 $\frac{32}{100}$ 32

Moulded Depth as measured... 12' 6"NOTE.—If the  
depth is measured  
when vessel is  
afloat, the details  
of measurement  
should be reported.Addition for Keel below base line  
for draught record... 1/2 inches.

## CORRECTION FOR LENGTH.

Length of Ship on Loadline... 110'Length in Table... 144'Difference... 34'Correction for 10ft., Table A... 9'× Difference divided by 10... 3' 06"If 10ths length covered divide by 2... 3"

Table C.

(if required.)

## CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered...

Thickness of usual wood deck, less stringer...

2 1/2" teak wood sheathing fitted

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships... 24'Round of Beam... 6"Normal round... 6"Difference...  $\div 2 =$ 

Proportion of Deck uncovered (Para. 19)...

NOTE.—The  
round of beam  
should be report-  
ed on the full  
breadth of vessel  
at the gunwale.Co-efficient of fineness... 0.625 623Any modification necessary  
[Para. 4 (a) to (e)]\*Coefficient as corrected... FOR LINE IN TABLE 68 (Lowest in Tables).{ Stem... 36" }  $60" \div 2 = 30"$  Mean{ Sternpost... 24" }  $33\frac{3}{4} \div 2 = 16.625$  Meanat 1/8 of the length from { Stem 17" }  $33\frac{3}{4} \div 2 = 16.625$  Mean{ Sternpost 16 1/4" }  $\div 55 = 30.23$ al mean Sheer... allowed 3.0" 11rd mean Sheer [Table, Para. 18]... 21.70Difference... 9.11Correction  $\div 4 =$  2 1/4" 2.28mitted as Para. 18 (f)... - 2 1/4"

Correction

in Sheer { At front of bridge house...

amidships { At after end of forecastle...

18 (e) {

in Sheer { nil  $\div 2 =$ 

18 (d) {

uncovered... Correction

## ALLOWANCE FOR DECK ERECTIONS:—

rd, Table C...

ion for Length, if required (Para. 12, 13, and 14)...

rd by Table A, corrected for sheer, and for length,

if required (Para. 12, 13, and 14)

nce...

tage as below...

ion for R. Q. Dk. if engine and boiler openings not

vered by bridge house (Para. 11)

ice for Deck Erections

Length. Length allowed. Height.

House

d Qr. Dk.

Total

of Ship

onding percentage {

11, 12, 13, or 14)

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BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Deck) Deck:—

Fresh Water Line

above centre of Disc

Indian Summer Line

Winter Line

Winter North Atlantic Line

frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside  
allowing should be reported if possible.  
In obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-  
ships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
In vessels having poops and forecastles, it means the sheer measured at the stem and stern-  
post, and the length of the vessel's length from stem and stern-post.Winter Freeboard... 1' 3 1/4"  
Summer Freeboard... 1' 2 1/4"  
Indian Summer Freeboard...  
N.A. Winter Freeboard...Correction necessary because clearside amidships, measured  
in accordance with the Statute is not taken at the  
intersection of the wood deck with side.Winter Freeboard from deck line... 1' 4 1/4"  
Summer " " " " ... 1' 3 1/4"  
Indian Summer " " " " ...  
N.A. Winter " " " " ...

† State dimensions of freeing port area on back of this form.

The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight  
line of keel or to the water line. If measured relatively to water line the vessel's draught at time of  
survey, and also the usual load draught forward and aft should be reported.

MARKING FORM

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011130-011139-0107



Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒  
To what height do the Reverse Frames extend? ☒  
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ☒  
Give particulars of the means for closing the openings in Bulkhead ☒  
Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒  
Give particulars of the means for closing the openings in Bulkhead ☒  
What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒  
Give scantlings and spacing of the Stiffeners ☒  
Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒  
Has the Bridge House an efficient Iron Bulkhead at the after end? ☒  
How are the openings closed? ☒  
Is the Forecastle at least as high as the main or top-gallant rail? ☒ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? ☒

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? ☒ **Boiler Room by bridge ENGINE ROOM HEAVY**  
If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒ **YES.**  
Give thickness of plating; scantlings and spacing of Stiffeners ☒ **.26 & .28 3' 2 1/2" x .26 .28 4-5" APART. See Dublin Summer Letter 25/6**  
What is the height of the exposed Casings? ☒ **6'-0"** Are suitable means provided for closing all openings in them in bad weather? ☒ **YES.**  
Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— ☒ **YES. NONE.**

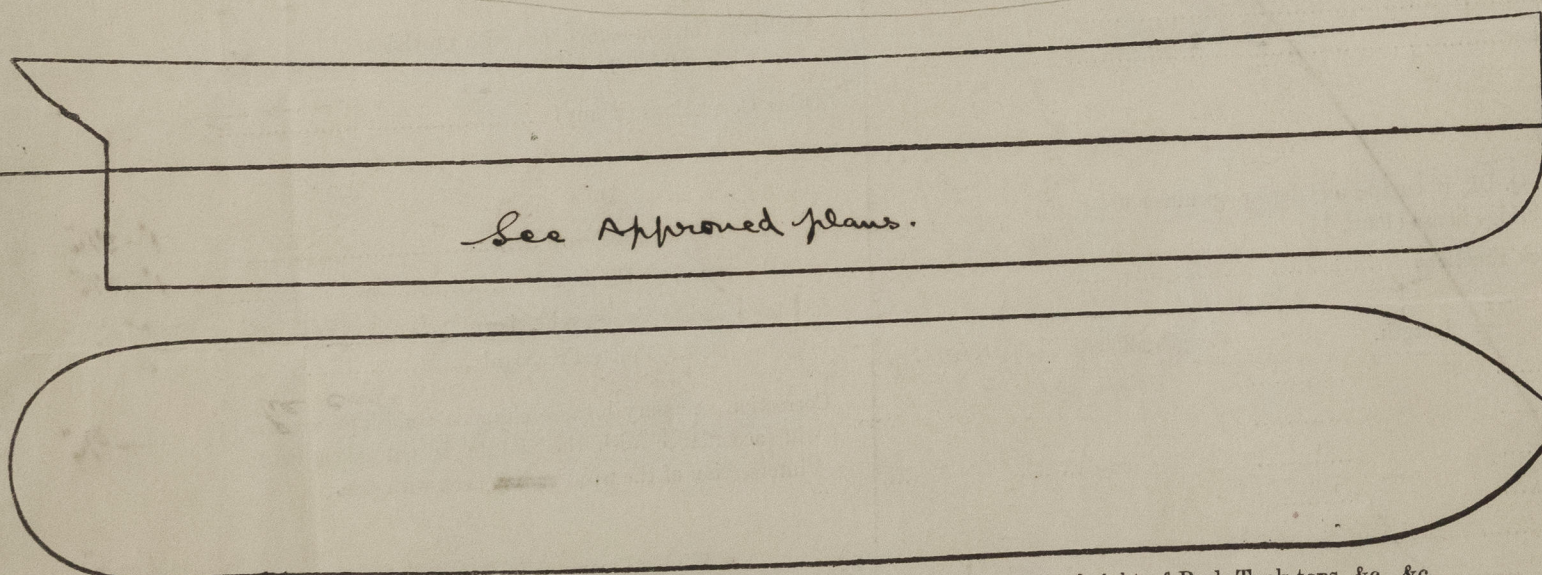
Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
Item.									
COAMING.									
Height above top of DECK									
Thickness { Sides.....									
{ Ends.....									
SHIFTING BEAMS OR WEB PLATES.									
Number .....									
Section and Scantlings .....									
Material .....									
* FORE AND AFTERS.									
Number .....									
Section and Scantlings .....									
Material .....									
HATCHES Thickness .....									
Remarks.....									

\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.  
(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.  
What is the thickness of the Bridge Sheerstrake? ☒ **NONE** Strake between Main and Bridge Sheerstrakes? ☒ **NONE**

Delete the words { The Crew are, are not, berthed in the bridge house.  
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well **ALL FORE AND AFT.** Sq. ft. **NOT 10**  
Area of Freeing Ports required by Para. 11 (e) each side of vessel = **B. of 1**  
Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = **8** Sq. ft. **60 ft**  
**2' - 0 x 1' - 0 x 4**  
Total deficiency or excess = Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel **This vessel is intended to be used as a tug & salvage vessel New Zealand. It is understood there will be no lights or other openings in the side which interfere with the maximum load line allowed by the tables.**

Owners **Wanganui Harbour Board. New Zealand.**

Address

Fee £

Received by me

To be collected with 1st Entry



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