

STEEL ~~STEAMER~~ OF MOTORSHIP.

-4 DEC 1929

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *18 November 1929* Port of *Leith* No. *14403*
Survey held at *Leith* Date First Survey *7 September 1928* Last Survey *22 November 1929*On the *SS "PORT WAIKATO" (Oil Eng fitted aft)*
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling without T.O.* State Type of Erections (RQD) *B.F.*TONNAGE under *448.49* CLASS *+100A1.* State if with freeboard as condition of Class *+100A1* Built at *Leith*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *180.0* Launched *1 October 1929* Yard No. *113*Total *✓* Breadth (greatest moulded) *28.75* Builders *Henry Robb & Co*Gross Tonnage *668.38* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *13.255 Main D⁴ 17.255 RQD⁴* Owners *A. F. Watchlin*Register Tonnage *342.07* 1st Longitudinal Number (L x D) *180 x 13.25 = 2385.60* Managers *✓* (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. FEET.

Length *180.2* 2nd Numerical L x (B + D) *180 x (28.75 + 13.25) = 7560.00* Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.42 14.42* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.58 Main D⁴ 10.43 RQD⁴* Residence *Auckland New Zealand.* Port of Registry *Leith*
If surveyed while building, afloat, or in dry dock *while building*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	22		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	22		" " Reversed Frame		
" " in peaks	22		" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	34 .38	
Frame Amidships, Angle, \square or \square	<i>5 1/2 3 40</i>		" " top Angles	<i>4 1/2 4 1/2 .50</i>	
" " Extends up to	<i>RQD⁴</i>		" " bottom Angles	<i>4 1/2 4 1/2 .50</i>	
" " main D ⁴	<i>5 1/2 3 375</i>		Side Girders, No. each side and thickness	<i>one .28</i>	
Reversed Frame Amidships, Angle \square	<i>Main D⁴</i>		Margin Plate depth (excl. of flange) and thickness	<i>28 .32</i>	
" " Extends up to	<i>5 1/2</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 3 .30</i>	
Depth of Framing Girder	<i>5 1/2</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>3 3 .30</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>fitted every 4th frame in way of No. 2 Hatch.</i>	
" " Second 'tween Decks, Angle, \square or \square	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>39</i>	
" " Third " " "	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>39</i>	
Framing in Peaks, Angle \square or \square	<i>4 3 .36</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 3/4 1" 10c</i>		Breadth and thickness of Middle Line Strake	<i>31 .44</i>	
State if Frame Joggled	<i>no</i>		Thickness of remainder in Holds	<i>.38</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>W.T. Flat</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>✓</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>ABE strakes midships thickness. Tank frames doubled. Intermediate frames to bottom for 4 frame spaces on either side of Collision bulkhead.</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square	<i>5 1/2 3 .34 every frame</i>	
Floors, Depth and thickness at mid-line in Holds	<i>5 1/2 3 .34</i>		" " main D ⁴ in way of Bridge, Angle, \square or \square	<i>5 1/2 3 .34 every frame</i>	
Height of Brackets at side above base line at toe of frame	<i>(in above)</i>		Spacing	<i>(in above)</i>	
Middle Line Keelson, on Floors, Angles, \square or \square	<i>✓</i>		Second Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		Spacing	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		Third Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Spacing	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Fourth Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Spacing	<i>✓</i>	
" " Angles	<i>✓</i>		Poop Deck, Angle, \square or \square	<i>✓</i>	
DOUBLE BOTTOM.			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>.30 22</i>		Bridge Deck, Angle, \square or \square	<i>5 1/2 3 .34</i>	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing	<i>44</i>	
Bracket Floors, breadth and thickness at middle line	<i>MC INTYRE TANK frames 22 .28</i>		Forecastle Deck, Angle, \square or \square	<i>7 3 .44</i>	
" " breadth and thickness at margin plate	<i>see plan</i>		Spacing	<i>44</i>	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....			Stringer Plate, breadth and thickness in way of Bridge		
<i>Feeli</i>	<i>1 inch</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>	
in <i>Upper Decks</i> , Size and Spacing.....	<i>2 1/4</i>	<i>44</i>	Thickness of Plating abreast Deck openings in way of Bridge		
<i>below Bridge Dth</i>	<i>1 1/4</i>	<i>44</i>	Thickness of Plating within line of openings...		
in Hold, <i>Centre Pillars</i>	<i>6</i>	<i>3x3x34</i>	If Sheathed, material and thickness		
" " " " " "					
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. main Dth	<i>65</i>	<i>56</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>RQD 63.5</i>	<i>48</i>	If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
Angle in Wells <i>main Dth</i>	<i>3 1/2</i>	<i>52</i>	Stringer Plate, breadth and thickness	<i>✓</i>	
<i>RQD</i>	<i>3</i>	<i>44</i>	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge		<i>34</i>	Stringer Plate, breadth and thickness.....	<i>31</i>	<i>26</i>
Thickness of Plating within line of openings...	<i>✓</i>		Plating, Sheathing, material and thickness ...	<i>26</i>	<i>2 1/2 PP</i>
If Sheathed, material and thickness	<i>✓</i>		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	<i>16</i>	<i>30</i>
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>		Plating, Sheathing, material and thickness ...	<i>40</i>	<i>2 1/2 PP</i>

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.		No. OF ROWS OF RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.		Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	<i>38</i>	<i>58</i>	<i>46</i>	<i>46</i>		<i>Double</i>	<i>7/8</i>	<i>4</i>	<i>Treble</i>	<i>7/8</i>	<i>3 1/2</i>
DBLG. (if any) <i>✓</i>						<i>✓</i>					<i>Lapped</i>
BOTTOM PLATING, No. of Strakes	<i>A 54</i>	<i>40</i>	<i>40</i>	<i>36</i>		<i>Double</i>	<i>3/4</i>	<i>4</i>	<i>Double</i>	<i>3/4</i>	<i>3 1/2</i>
BILGE PLATING, No. of Strakes	<i>B 54</i>	<i>40</i>	<i>40</i>	<i>36</i>		"	"	"	"	"	"
SIDE PLATING, No. of Strakes	<i>C 67</i>	<i>40</i>	<i>40</i>	<i>36</i>		"	"	"	<i>Treble</i>	"	"
UPPER DECK, Sheer-strake in Wells.....	<i>D 66</i>	<i>44</i>	<i>38</i>	<i>36</i>		<i>Single</i>	<i>7/8</i>	<i>3/4</i>	"	"	"
UPPER DECK, Sheer-strake in Bridge ...	<i>E 54</i>	<i>52</i>	<i>38</i>	<i>38</i>		<i>D & S</i>	<i>7/8</i>	<i>3/4</i>	"	<i>7/8</i>	"
STRAKE BELOW Sheer-strake in Wells.....	<i>F 38</i>	<i>48</i>	<i>36</i>	<i>40</i>		<i>D & S</i>	<i>7/8</i>	<i>3/4</i>	"	"	"
STRAKE BELOW Sheer-strake in Bridge ...	<i>G 48</i>	<i>44</i>	<i>✓</i>	<i>34</i>		<i>Single</i>	<i>3/4</i>	"	"	<i>7/8</i>	<i>3/4</i>
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...			<i>26</i>								
FORECASTLE SIDE PLATING				<i>26</i>							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		3			
,, Deck next below		✓			
As per Rule		3			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing
MIDSHIP BULKH'D, Upper tween decks					
,,	,, Second	,,			
,,	,, Third	,,			
,,	,, Holds	44	375	6x3x40	2 30
COLLISION	,, (in Hold)	44	375	lower 5x3x42	2 24
AFTER PEAK	,,	44	375	upper 3x3x375	2 30
	,,	60	375	7x3x44	2 800 per profile plan

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>✓</i>			
STEM	<i>6 1/4 x 1 3/4</i>			
STERN FRAME	Propeller Post	<i>6 1/4 x 4 1/4</i>	<i>Sunderland Forge & Co.</i>	
	Rudder	<i>5 3/4 x 4 1/4</i>	"	
RUDDER—A x D	<i>105</i>			
Speed of Vessel	<i>9 1/2</i>			
RUDDER mainpiece at head ...	<i>5</i>			
" " heel ...	<i>3 1/4</i>			
" how constructed	<i>7 arms, main piece & plate</i>			
" double or single plate	<i>Single</i>	<i>58</i>		
" coupling, vertical or horizontal	<i>Horizontal</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				
	<i>Geo. Dunlop & Co. Ltd. Glasgow Iron & Steel Co. Ltd. Otis Steel Co. Ltd. David Colvill & Sons Ltd. Lancashire Steel Co. The Steel Company of Scotland (O.H.)</i>				
	Has the Steel been tested as required by the Rules? <i>Yes.</i>				

EQUIPMENT No: V										LETTER	J	ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
35207	1st Bower	17	1	0	18	8	3	0	16 3/4	Cwts.	Fellows	Fellows Bros Ltd	Gradley Heath	LeP 17/9/20
35208	2nd "	16	3	22	18	5	0	0	16 3/4	Cwts.	"	"	"	"
35209	3rd "	14	3	0	16	5	2	14	14 3/4	Cwts.	"	"	"	"
	Collective weight.	46	3	22					48	Cwts.				
35212	Stream	4	2	0	1	0	18	6	17	2	0	4 3/4	Ordinary Fellows Patent	"
35211	Kege	2	1	20	2	16	4	17	2	0		Ordinary	"	"

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
27979	105 1/4		28 1/2	42 1/2	89	3	20	168	105	5	✓	Gradley Heath 28/9/19	TOWLINE...	75	2 3/4	15 1/2	75	2 3/4
27980	105 1/4		28 1/2	42 1/2	90	2	22		105	5	✓	" " "		HAWERS & WARPS	90	2 1/2		90
	210		"	"	180	2	14						"	90	2 1/2		90	2 1/2
		Cir.								Cir.								
Iron Stream Chain or Steel Wire	60	3"		18					60	3	SW							

Steering Gear, Steam ✓ *See WLN 3948, (6 45) for details* Hand gear, also blocks & tackle. Steering Gear, Hand *Thomas Reid & Sons*

Boats 2 life boats 17'0" x 6'0" x 2 1/4" Steering Chains, Size and Test 3/4 6.15.0.0 Windlass *Emerson Walker*

Ceiling in Holds, thickness and material 2 1/2 W P Cargo Battens, thickness, material and spacing *not fitted*

Cargo Hatchways.—(Upper Deck) *of plates & angles* Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 29'0" x 18'0" No. 2 41'0" x 18'0" No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters *Nº 1 hatchway 5. Nº 2. 8. 8 see letter*

HENRY ROBB, LIMITED.
Robert Crawford
 Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *no* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Fitted for carriage of oil fuel F.P. above 150°F, in way of Nº 3 Double Bottom Tank. This vessel has been built in accordance with the approved plans and in conformity with the Rules. The material and workmanship are good. The Double Bottom Tanks (Nº 1 & 2 for water ballast, and Nº 3 for Oil fuel) the Fore & After Peak Tanks, the weatherdecks and the W. Thickmats have been tested in accordance with the Rule requirements with satisfactory results. The steering gear and the windlass have been run in good working order. The freeboard marks have been cut upon the Vents and verified. The steel plating to stern frame is of Rule thickness. The following plans are forwarded herewith:—Midship Section, Profile & deck plan, dated 25/9/19, also Profile & deck plan dated 9/8/29.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 19

Special Survey Fee.... £ 66 : 16 : Received by me, 19.12.19

Freeboard
Travelling Expenses, if any £ 3 : 6 : 8

I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *yes* Signature *Evan Edwards*
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Leith* Date of issue *24/12/29*

Committee's Minute TUE 10 DEC 1929

Character assigned *+ 100 A1*

Lloyd's A & C P + P.M.C. 11:29 Oil Engines
CB. made 28 refitted 29 - 1206
DBS. 11:29

Cargo Battens not fitted

Mike L...
Cgo Lr 10/12/29
PL (Sgt)
High Lr 10/12/29

© 2021 Lloyd's Register Foundation

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Beams & Plating Plan of R & Q Main Bridge & Focli Decks,
Cargo Hatches, Tank Top Plating & Side Intercostals,
Engine Seating, Fore End Framing, Fore Peak & Chain Locker,
Fire Eng Shell Expansion, Rudd & After Beam -
Painting Scheme, Pumping Arrangement, also
Modification & Pumping Arrangement -
Also one Report on forgings.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	11.1.13. CRH. 642. 15/7/19.
	2nd "	11.0.19. ND. 731. 11/0/19.
	3rd "	8.3.10. WRA. 1929. 30/8/18.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 105'0" ft., Bridge 11'0" ft., Forecastle 23'9" ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dth (Stl)

Official No. 160675; Signal Letters ☒ Is bottom of Vessel coated with cement in D.B. yes if not give particulars of composition in Engine space bitumastic.

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Oil fuel in N ^o 3 D.B.			Fore peak tank,	24'5"	80
Double bottom, under Engines and Boilers,			After peak tank,	9'15"	28
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only, N ^o 1	53'2"	87	Deep tank, forward,		
Double bottom, forward, N ^o 2	49'5"	89	Other tanks, if fitted,		

Order for Special Survey No. London Letter 2/5/28 Date <input checked="" type="checkbox"/>	Dates of Surveys held while building	1928. Sept 7, 9, 12, 13, 19, 26, 27, 28, Oct 3, 5, 8, 16, 19, 22, 24, 25, 26, 29, 30, 31. Nov 6, 9, 12, 17, 21, 26, 29. Dec 6, 12, 17
		1929 Jan 7, 14, 24, Feb 4, Mar 25, Aug 12, 15, 19, 21, 26, 28, 29. Sept 9, 20, 25, 28, 30 Oct 1, 7, 14, 21, 30. Nov 7, 13, 22.

Total No. of Visits 56