

STEEL IRON SHIP.

(Received at THURSDAY 25 OCT 1883

No. 6201 Survey held at Glasgow Date, First Survey 10 Jan 1883 Last Survey 15 October 1883
On the Steamer S.S. Longavero 3 mastsTONNAGE under 2755.17
Tonnage Deck 1651.29Ditto of Third, Spar, 93.36
Deck.Ditto of Poop, 61.85
Deck.Ditto of Houses, 1476.93
on Deck.Ditto of Forecastle, 2965.28
on Deck.

Gross Tonnage 4615.40

Less Crew Space 123.19

Less Engine Room 1476.93

Register Tonnage 2965.28
as out on BeamONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR TWIN DECKED VESSEL.

Beam Breadth (moulded) 22.9

Depth from upper part of Keel to top of Upper Deck Beams 25.7

Girth of Half Midship Frame (as per Rule) 42.8

1st Number 9186

2nd Number 34646

Length 377

2nd Number 34646

Proportions— Breadths to Length 8.2

Depths to Length— Upper Deck to Keel 14.4

Main Deck ditto 10.9

Master E. Owen Hallett.

Built at Govan

When built 1883 Launched 23 Aug 1883

By whom built J. Elder & Co.

Owners New Zealand Shipping Co. Ltd.

Residence 84 Bishopgate, London

Port belonging to London

Destined Voyage London for N. Zealand

If Surveyed while Building, Afloat, or in Dry Dock.

While Building & afloat

LENGTH on deck as per Rule 377 Feet. Inches. BREADTH Moulded 45.9 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 25.7 Feet. Inches. Power of Engines 600 Horse. No. of Decks with flat laid 3 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 377 breadth, 46 depth, 25.7 moulded depth 33.3

KEEL, depth and thickness 11x3

STEM, moulding and thickness 11x3

STERN-POST for Rudder do. do. 11x7

for Propeller 11x7

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 ins

FRAMES, Angle Iron, for 1/2 length amidships 5 1/2 x 3 1/2

Do. for 1/2 at each end 5 1/2 x 3 1/2

REVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2

FLOORS, depth and thickness of Floor Plate 26

at mid-line for half length amidships 13

thickness at the ends of vessel 13

depth at 1/2 the half-bdth. as per Rule 13

height extended at the Bilges 52

BEAMS, Upper Spar, on Awaiting Deck 9 1/2 x 5 1/2

Single or double Angle Iron, Plate or Tee Bulb Iron 48 ins

Single or double Angle Iron on Upper edge 10 6

Average space 48 ins

BEAMS, Main, on Middle Deck 10 6

Single or double Angle Iron, Plate or Tee Bulb Iron 10 6

Single or double Angle Iron on Upper edge 48 ins

Average space 48 ins

BEAMS, Hold, or Orlop 10 6

Single or double Angle Iron, Plate or Tee Bulb Iron 10 6

Single or double Angle Iron on Upper edge 48 ins

Average space 48 ins

KEELSONS Centre line, single or double plate, 29 23 29 23

box, or Intercoastal, Plates 14 23 14 23

Rider Plate 6 4 16 6 4 16

Bulb Plate to Intercoastal Keelson 6 4 16 6 4 16

Angle Iron Stairs 6 4 16 6 4 16

Double Angle Iron Side Keelson 6 4 16 6 4 16

Side Intercoastal Plate 6 4 16 6 4 16

do. Angle Iron Stairs 6 4 16 6 4 16

Attached to outside plating with angle iron 3 1/2 x 3 1/2

BILGE Angle Iron Stairs 6 4 16 6 4 16

do. Bulb Iron Stairs 11 16 11 16

do. Intercoastal plates riveted to plating for 226 ft length 15 15

BILGE STRINGER Angle Iron Stairs 6 4 16 6 4 16

Intercoastal plates riveted to plating for 226 ft length 15 15

SIDE STRINGER Angle Iron Stairs 6 4 16 6 4 16

The FRAMES extend in one length from middle line to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main spar deck and main profile alternately

KEELSONS. Are the various lengths of Plates and Angle Iron properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 6 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/4 in. diameter, averaging 4 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for 1/4 length, treble riveted with Butt Straps 3/4 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/4 length amidships. Butts of Upper Spar Sheerstrake, treble riveted 1/4 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/4 length amidships. Butts of Upper Spar Stringer Plate, treble riveted for 1/4 length.

Breadth of laps of plating in double riveting 6 x 5 1/2 Breadth of laps of plating in single riveting


Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes & No. No. of Breasthooks, 6 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Steel

Manufacturer's name or trade mark. The above is a correct description.

Builder's Signature, J. M. Stewart Surveyor's Signature, Surveyor to Lloyd's Register of British and Foreign Shipping

Planned 6291 gbs



Yes

Yes

Yes

A very few

Steel
lain by a Sket

These have been built in accordance with
 the San Francisco City Ordinance of 1874.

The tracing attached herewith see Secretary's letter of the 14th Feby/83.
The steel has been ^{tested} at the works of the Manufacturers Messrs The
Steel Company of Scotland.

See Sept 24th May 1883

NUMBER FOR EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS. CABLES, &c.						Bower Anchors				
	Chain	150	2 1/2	113.75	300 0	hetherton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	42-1-9	337-2-0 1/4	4 1/2	hetherton
	Fore Sails,	150	2 1/2	113.75	300 0	hetherton		9-1-15			
	Fore Top Sails,	150	2 1/2	113.75	300 0	hetherton		41-1-21	37-2-2-0	total	hetherton
	Fore Topmast Stay Sails,	150	2 1/2	113.75	300 0	hetherton		9-1-12			hetherton
	Main Sails,	150	2 1/2	113.75	300 0	hetherton		38-2-13	34-17-3-7	159 3/4	D. G.
	Main Top Sails,	150	2 1/2	113.75	300 0	hetherton		8-2-24			Lewis
	2nd Kedge ...	150	2 1/2	113.75	300 0	hetherton		38-2-0	34-16-1-0		Lewis
	Stream Anchor	150	2 1/2	113.75	300 0	hetherton		9-0-0			Lewis
	Kedge	150	2 1/2	113.75	300 0	hetherton		12-3-4	14-10-6-4	12 3/4	Clasford
	2nd Kedge	150	2 1/2	113.75	300 0	hetherton		6-6-9	8-16-0-0	6 1/2	hetherton
	Warp	150	2 1/2	113.75	300 0	hetherton		3-1-13	6-16-2-7	3 1/4	M. French

Standing and Running Rigging *Nine* ~~thump~~ *thump* sufficient in size and *9^d* in quality. She has *4* Long Boat and *30* *kus*

The Windlass is *Hartfield's* Capstan *S.* and Rudder *and* Pumps *good*

Engine Room Skylights.—How constructed? *Set on Bride Str.* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? Brass guards with tarpaulins

Coal Bunker Openings.—How constructed?	Cast-Iron in the	How are lids secured?	Bayonet / Screws	Height above deck?	Flush
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Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Through side & bulwarks & into 6 wash ports, 7 scuppers.*

4 herring ports, 4 cargo ports and 2 gangway ports.

Cargo Hatchways.—How formed? *Platt and angle rails*

State size Main Hatch $15\frac{1}{2} ft \times 12\frac{1}{2} ft$ Forehatch $7\frac{1}{2} ft \times 8 ft$ Quarterhatch $7\frac{1}{2} ft \times 8 ft$

If of extraordinary size, state how framed and secured? *Shutting Beams as per spec.*

What arrangement for shifting beams ?

Hatches. If strong and efficient? *Bal. 1/2 L. 1/2 P. Pine & gratings under*

Order for Special Survey No. <u>1813</u>	DATES OF SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Specially Surveyed: 1883 - Jan. 10, 14, 22,</i>
Date <u>25th Decr 1882</u>		2nd. On the plating during the process of riveting	<i>25, 29; Feb. 2, 12, 15, 19, 26; Mar. 1, 5, 8, 19, 22, 26,</i>
Order for Ordinary Survey No. <u>1814</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>29; Apr. 2, 12, 16, 19, 23, 26, 30; May 2, 7, 10, 14,</i>
Date <u>25th Decr 1882</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>14, 21, 28, 31; June 18, 21, 25, 28; July 5, 7; Aug</i>
No. <u>280</u> in builder's yard.		5th. After the ship was launched and equipped	<i>4, 6, 9, 13, 16, 20, 23, 24; Sep: 2, 6, 10, 13, 17, 20, 23, 26, 29; Oct: 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31; Nov: 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31; Dec: 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31</i>
State dates of letters respecting this case <i>7th Decr 1882, 14 Feb, 24 May & 3 Sep: 1883.</i>			

General Remarks (State quality of workmanship, &c.)


The workmanship is good, and the vessel has been built in accordance with the nine tracings, herewith attached, and with the instructions contained in the letters referred to above. The fore and after peaks have been filled and proved the bulkheads to be satisfactory.

Length of fore-castle 57 ft; ^{open} Bridge 124 ft; Poop 36 ft; House between
poop & Bridge 56 ft long, covered with shelter deck and open bulwarks.
x 16½ ft

~~State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, bridge, forecassle, or raised quarter deck. (If double bottom, state particulars on separate form.)~~

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed + 100 A.1. "Std." "Sparked" 27

The amount of the Entry Fee £ 5 : 0 : 0 is received by me, 

Special £13/10 1:0 23/10/ 1883

Surveyor to Lloyd's Register of British and Foreign Shipping

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...).

Committee's Minute FRIDAY 26 OCT 1883 18

1000

Character assigned ADULT

L. A. R. P. L. H. S.

Shan to 4000 ft. 8000

3 Ls. Brn
