

STEEL ~~IRON~~ SHIP.

(Received at London Office, 1 JAN 1884)

No. 1374 Survey held at *Govan* Date, First Survey *26 Feb 83* Last Survey *24 Dec 83*On the *Steel S.S. "Ruapehu"* 3 Masts

TONNAGE under Tonnage Deck <i>2755.17</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master <i>Cutshley</i>
Ditto of Third, Spar, <i>1098.48</i>	Half Breadth (moulded) <i>22.9</i>	Built at <i>Govan</i>
Ditto of Poop, <i>93.73</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>26.16</i>	When built <i>1883</i> Launched <i>19 Nov 83</i>
Ditto of Houses on Deck <i>153.36</i>	Girth of Half Midship Frame (as per Rule) <i>42.8</i>	By whom built <i>J. Elder & Co</i>
Ditto of Forecastle <i>61.85</i>	1st Number <i>91.86</i>	Owners <i>New Zealand Shipping Co. Ltd.</i>
Gross Tonnage <i>4162.59</i>	1st Number, if a 3-Decked Vessel, deduct 7 feet	Residence <i>84 Bishopsgate St. Within</i>
Less Crew Space <i>175.80</i>	Length <i>377</i>	Port belonging to <i>Lyttelton, London</i>
Less Engine Room <i>1332.03</i>	2nd Number <i>34646</i>	Destined Voyage <i>London for New Zealand</i>
Register Tonnage as out on Beam <i>2654.96</i>	Proportions—Breadths to Length <i>8.2</i>	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel <i>10.9</i>	<i>While Building & Afloat</i>
	Main Deck ditto <i>14.4</i>	

LENGTH on deck as per Rule <i>377</i>	BREADTH Moulded <i>45.9</i>	DEPTH top of Floors to Upper Deck Beams <i>26.16</i>	Power of Engines <i>600</i>	N° of Decks with flat laid <i>3</i>	N° of Tiers of Beams <i>3</i>
Dimensions of Ship per Register, length, <i>389</i>	breadth, <i>46</i>	depth, <i>26.16</i>			
KEEL, depth and thickness <i>11 x 3</i>	STEM, moulding and thickness <i>11 x 3</i>	STERN-POST for Rudder do. do. <i>11 x 7</i>	Distance of Frames from moulding edge to moulding edge, all fore and aft <i>24 ins</i>	Flat Keel Plates, breadth and thickness <i>36 x 21</i>	PLATES in Garboard Strakes, br'dth & thickness <i>36 x 21</i>
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships <i>5 x 3 1/2</i>	Do. for $\frac{1}{2}$ at each end <i>5 x 3 1/2</i>	REVERSED FRAMES, Angle Iron <i>5 x 3 1/2</i>	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <i>26</i>	Thickness at the ends of vessel <i>13</i>	depth at $\frac{1}{2}$ the half-bdth. as per Rule <i>13</i>
BEAMS, Upper, Spar, or Awning Deck <i>9 x 5 1/2</i>	Single or double Angle Iron on Upper edge <i>48 ins</i>	Average space <i>48 ins</i>	BEAMS, Main, or Middle Deck <i>10 x 6</i>	Single or double Angle Iron on Upper edge <i>48 ins</i>	Average space <i>48 ins</i>
BEAMS, Lower Deck <i>10 x 6</i>	Single or double Angle Iron on Upper edge <i>48 ins</i>	Average space <i>48 ins</i>	BEAMS, Hold, or Orlop <i>6 x 3 1/4</i>	Single or double Angle Iron on Upper edge <i>48 ins</i>	Average space <i>48 ins</i>
KEELSONS Centre line, single or double plate, <i>29</i>	box, or Intercoastal, Plates <i>23</i>	Rider Plate <i>14</i>	Bulk Plate to Intercoastal Keelson <i>6 x 4</i>	Angle Iron <i>6 x 4</i>	Double Angle Iron Side Keelson <i>6 x 4</i>
Side Intercoastal Plate <i>6 x 4</i>	do. Angle Iron <i>6 x 4</i>	Attached to outside plating with angle iron <i>3 1/2 x 3 1/2</i>	BILGE Angle Iron <i>6 x 4</i>	do. Bulk Iron <i>11</i>	do. Intercoastal plates riveted to plating for <i>22 1/2</i> length <i>15</i>
BILGE STRINGER Angle Iron <i>6 x 4</i>	Intercoastal plates riveted to plating for <i>22 1/2</i> length <i>15</i>	SIDE STRINGER Angle Iron <i>6 x 4</i>			
The FRAMES extend in one length from <i>middle line</i> to <i>gunwale</i>					
The REVERSED ANGLE IRONS on floors and frames extend <i>from middle line to main spar dks. as used on profile</i>					
KEELSONS. Are the various lengths of Plates and Angle Iron properly connected? <i>Yes</i>					
PLATING. Garboard, double riveted to Keel, with rivets <i>1/4</i> in. diameter, averaging <i>6</i> ins. from centre to centre.					
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>4 1/2</i> ins. from centre to centre.					
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter averaging <i>3 1/2</i> ins. from centre to centre.					
Butts of all Strakes at Bilge for <i>3/4</i> length, treble riveted with Butt Straps <i>2 1/8</i> thicker than the plates they connect.					
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> ins. from cr. to cr.					
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>7/8</i> in. diameter, averaging <i>3 1/2</i> 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 <i>3/4</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>3/4</i> length amidships.					
Butts of Main Stringer Plate, treble riveted for <i>3/4</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>3/4</i> length.					
Breadth of laps of plating in double riveting <i>6 x 5 1/2</i> Breadth of laps of plating in single riveting <i>6 x 5 1/2</i>					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Yes & don.</i>					
No. of Breasthooks, <i>6</i>					
Crutches, <i>2</i>					
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Steel C: of Scotland</i>					
Manufacturer's name or trade mark, <i>Mosend, Consett, Parkhead, & Dalziel</i>					
The above is a correct description.					
Owner's Signature, <i>J. Elder & Co.</i>					
Surveyor's Signature, <i>Robert Macdonald</i>					
Surveyor to Lloyd's Register of British and Foreign Ships					

If from Deck, state of whole or part, and if wood deck, state clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

GLS 148-0405

6374 GL

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Are the fillings between the ribs and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *A very few.*

Masts, Bowsprit, Yards, &c., are *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit *These have been built in accordance with the tracing attached herewith, see Secretary's letter of the 14th Feb/83. The steel has been tested at the works of the Manufacturers, Messrs The Steel Company of Scotland.*

(see Sect 4: May 1883)

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
Nº.	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	1503	2 1/2	81.25	300-2 1/2	Ketchum	16491 41-3-26 37.2-2-0					
	Fore Sails,	1503	2 1/2	113.75			16492 41-1-12 36.4-2-0					
	Fore Top Sails,	105	1 1/2	16.92	90-1 1/2	by	16455 39-0-20 35-5-14					
	Fore Topmast Stay Sails,	120	4 1/2	120.75	120.75	by	16486 39-0-0 35-2-0					
	Main Sails,	90	3 1/2	90.75	90-11 1/2	Steel	906 1-2-23 14-10-1-4					
	Main Top Sails,	90	3 1/2	90.75	90-9	Steel	904 2-2-15 8-17-2-0					
	and spare	180	5	180.75			908 3-2-13 14-1-14					
	Standing and Running Rigging						4 Long Boats and 3 others					

The Windlass is *Harfield's* Capstan *8* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *Iron on Bridge Sk.* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *By means of tarpaulins*
Coal Bunker Openings. How constructed? *Cast Iron in Sk.* How are lids secured? *By means of bolts* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *6 wash ports, 7 scuppers, 4 mowing ports, 4 cargo ports & 2 gangway ports.*

Cargo Hatchways. How formed? *Plate & angle iron*
State size Main Hatch *10 1/2 ft x 12 1/2 ft* Fore hatch *7 1/2 ft x 8 ft* Quarter hatch *7 1/2 ft x 8 ft*

If of extraordinary size, state how framed and secured? *Shifting Beams as required.*
What arrangement for shifting beams? *Solid latches 3" P Pine & gratings under*

Hatches. If strong and efficient? *Solid latches 3" P Pine & gratings under*

Order for Special Survey No. *115* Date *15th December 1882*

Order for Ordinary Survey No. *202* Date *15th December 1882*

No. *202* in builder's yard. State dates of letters respecting this case *7th Dec 1882, 14th Feb, 14th May & 3rd Sept 1883*

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 above referred to.

The fore & after peaks have been filled with water and the bulkheads proved satisfactory.

This is a sister ship to the Steel S.S. "Tongariro", Glasgow Report - N° 6291, and to the "Aorangi", N° 6329.

The steel of which she was built was tested at the works of the Manufacturers in accordance with Committee's circular.

Length of fore castle 57 ft; Open Bridge 124 ft; Poop 36 ft; House between poop and Bridge 56 ft x 16 1/2 ft covered with shelter deck and open bulwarks.

State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, bridge, fore castle, 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. "Steel" "Spar deck"*

The amount of the Entry Fee£ *5: 0: 0* is received by me, *J. Dodd*

Special£ *124: 13: 6* 31/12/ 1883

(to be sent as per margin). Certificate ...

Committee's Minute *TUESDAY 1 JAN 1884*

Character assigned *10 A.1. 2nd Class*

Surveyor to Lloyd's Register of British and Foreign Shipping.

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