

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 12731.

State if Report is also sent on the Machinery of the Vessel: *Glasgow*

Received at London Office.

Date of completion of Report *29th June 1900*

Port of *Glasgow*

Date, First Survey *13th June 1899*

Last Survey *22nd June 1900*

SS "KOTUKU"

Rig *Schooner*

ONE OR TWO DECKED VESSEL.

Master *W. Ransom*

CLASS *100 A.1.*

Year of appointment *(1) As master in service of owner of present vessel: 1900*
(2) As master of this vessel: 1900

Survey held at *Glasgow*
On the *808-85*
TONNAGE under Tonnage Deck...
Do. of Poop *83-46*
Do. of Raised Qr. *90-38*
Dk. or Break... *22-14*
Do. of Bridge House *22-14*
Do. of Forecastle *33-90*
Do. of Houses on Deck *14-64*
Do. of excess of Hatchways *1053-08*
Do. above Crown of Engine Room... *41-56*
Gross Tonnage *1012-06*
Less Crew Space *33-16*
Less above Crown of Engine Room... *1012-06*
TONNAGE FOR FEES... *33-16*
Less Engine Room *1012-06*
Less Navigation Spaces *1012-06*

Half Breadth (moulded) *14-00*
Depth from upper part of Keel to top of Main Deck Bms. *14-02*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *31-26*
1st Number *6528*
Length on deck from after part of stem to fore part of stern post *223-77*
2nd Number *14604*
Proportions—Breadths to Length *6-58*
Depths to Length—Main Deck to top of Keel... *13-10*

Built at *Glasgow*
When built *1900* Launched *16th May 1900*
By whom built *Cammachan, Macdonald & Co. Russell & Co.*
Owners *Union Steam Ship Co. of New Zealand Ltd.*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Dunedin New Zealand*
Port belonging to *Dunedin*

Register Tonnage *662-28*
as cut on Beam...

Destined Voyage *Dunedin*
If Surveyed while Building, Afloat, or in Dry Dock *Afloat*

Port belonging to *Dunedin*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
	223	8		34	0		14	2 1/4	one	one
Dimensions of Ship per Register, Length, 225 breadth, 34-3 depth, 14-0 Moulded Depth, 16 ft. 4 ins. Round of Beam, Actual 8 1/2 ins.										
FRAMING.						FORGINGS AND CASTINGS.				
FRAME, Angles, 7-E or L Bars, for 1/2 length amidships						KEEL, Bar or Side Plates depth and thickness				
Do. for 1/2 at each end						STEM, moulding and thickness				
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.				
at intermdt. Bkts.						for Propeller				
Spacing of Frames from centre to centre 15 ft. 6 in.						MAIN PIECE of Rudder, diameter at head				
REVERSED FRAME, Angles						Girth 3" dia do. at heel				
DEEP FRAMING, depth of girder						RUDDER, how constructed				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Can the Rudder be unshipped afloat?				
in way of Engines and Boilers						KEELSONS AND STRINGERS.				
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
depth at 1/2 the half breadth, as per Rule						Rider Plate				
height extended at the Bilges						Bulb Plate to Intercoastal Keelson				
FLOORS & BRACKETS, in Cell Dble Bottoms						Horizontal Plates on Floors				
state if flanged (top & bottom)						Angles				
Spacing						SIDE KEELSON, Angles				
CENTRE GIRDER, in Double Bottom, depth and thickness						Bulb or Plate above floors for length				
Angles, Top						Intercoastal Plate for length				
Bottom						Attached to outside plating with Angle				
SIDE GIRDERS, number on each side & thickness						BILGE KEELSON, Angles 1/2" x 8" x 1/2"				
state if flanged (top & bottom)						Bulb or Plate above floors for length				
Angles						Intercoastal Plate for length				
MARGIN PLATE, depth (exclusive of flange) and thickness						Attached to outside plating with Angle				
Angles to Outside Plating						BILGE STRINGERS Angles				
Floors						Bulb Plate for half length				
Height of Floors at the Bilges						Intercoastal Plate for length				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Attached to outside plating with Angle				
thickness in Engine and Boiler space						SIDE STRINGERS Angles				
Remainder in Holds						Bulb or Intercoastal Plate for whole length				
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle				
Angles on Upper Edge						FACE ANGLES—SINGLE				
Spacing						Main and Raised Quarter Deck Stringer Plate, breadth and thickness				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Angle on ditto				
Angles on Upper Edge						Tie Plates fore & aft, outside Hatchways				
Spacing						Diagonal Tie Plates on Bms., No. of Pairs				
BEAMS, Hold, Plate or Tee Bulb						Main Dk* Iron or Steel for whole length				
Angles on Upper Edge						R. Q. Dk* Iron or Steel for whole length				
Spacing						Wood Deck, Material & thickness				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						Lower Deck Stringer Plate, breadth and thickness				
Angles on Upper Edge						Angles on ditto, No.				
Spacing						Tie Plates, outside Hatchways				
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb						Deck* Material and thickness				
Angles on Upper Edge						Hold Stringer Plate				
Spacing						Angles on ditto, No.				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Poop Deck Stringer Plate, breadth & thickness				
Angles on Upper Edge						Angle on ditto				
Spacing						Tie Plates				
PILLARS, In 'tween Decks, Size and Spacing						Deck, Material and thickness				
Hold						Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness				
Quarter, 'tween Dks.						Angle on ditto				
in Hold						Tie Plates				
WEB FRAMES, In Fore Body, No. and Spacing						Deck, Material and thickness				
No. of Side Stringers						Forecastle Deck Stringer Plate, brdth & thcknss				
Brdth. & Thickness						Angle on ditto				
WEB FRAMES, In E. & B. Space, No. & Spacing						Tie Plates				
No. of Side Stringers						Deck, Material and thickness				
Brdth. & Thickness						BULKHEADS.				
No. of Side Stringers						In Vessel.				
Size of Angles or Tee Bars to Web Frames						Per Rule.				
BRACKET PLATES to Stringers between						Thickness.				
Web Frames, Depth and Thickness						Horizontal.				
						Size.				
						Spacing.				
						Vertical.				
						Size.				
						Spacing.				
						Single or Double Height up.				
						Frames.				
						W.T. BULKHEADS				
						PARTITION				
						LONGITUDINAL				
						Are the outside Plates doubled two spaces of Frames in length?				
						Are the Sluice Valves and Watertight Doors in efficient working order?				

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. ...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M 25th Nov 98. 12th June 99. 16th Aug 99. 22nd Dec 99. E 10th May 99. 10th May 1900.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable.*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *yes*

to plate, &c, conform well to each other? *yes*

from the faying surfaces? *yes*

Do any rivets break into or through the seams or butts of the plating? *yes a few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *yes* State results of tests *good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yes* State results of tests *good*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, and the approved tracings of which the midship section was forwarded to London on 26th Inst. for preparation of Certificate.*

Upon this vessel was transferred to Messrs Russell & Co progress was as follows: (port shell & tank top plates fitted) framed, side stringers fitted, deck plating.

The workmanship, and materials are of good quality. Iron plates are embedded in the cement under each sounding pipe.

The keel of this vessel on being sighted was found to be straight. Three survey reports are attached hereto.

To ready floating in, the bows of this vessel have been strengthened in the following manner: five frames in fore peak are spaced 16 inches apart; six intermediate frames are introduced (without reverse frames) abaft the fore peak bulkhead; two strakes of shell plating (D & E) are of midship thickness and one strake (F) is increased 7/32th more than midship scantling.

The available space under the Bridge deck is intended only for carrying coal, and cargo battens are not fitted therein. This is a sister vessel to the "S. Bellona" Greenock Report No 12594.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *46.49* ft., Bridge Dk. *55.58* ft., F'castle *27 1/2* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

o. 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) *10" (Stl) & deep framing.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Portland cement and paint*

Outside *Paint*

ARTICULARS 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,	<i>51-9</i>	<i>44</i>	Fore peak tank,		<i>43</i>
Double bottom, under Engines and Boilers,			After peak tank,		<i>32</i>
Double bottom, if under Engines only,	<i>19-2</i>	<i>39</i>	Midship deep tank,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,			Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Double bottom, forward,	<i>95-10</i>	<i>161</i>	(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. *2009*

Date *16 March 1899.*

James Michael Maclean & Co

30 in builder's yard.

Russell & Co. 1/16

1899. June 13. 22. 28. July 4. 19. 24. 31. Aug. 15. 17. 22. 25. Sep. 4. 5. 6. 12. 20. Nov. 8. 10. 13. 20. 24. 30. Dec. 5. 14. 19. 21. - 1900. Jan. 7. 19. 23. 29. Feb. 2. 6. 8. 12. 14. 19. 20. 26. March. 8. 13. 15. 20. 23. 26. 29. 30. April 3. 6. 10. 13. 17. 19. 21. 24. 25. 26. May 1. 2. 8. 9. 10. 11. 14. June 14. 18. 20. 21. 22.

Total No. of Visits *68.*

Amount of Entry Fee £ *4* : " : " Fees applied for, *25.6. 1900*
Special £ *50* : *6* : " Received by me, *26.6. 1900*
Travelling Expenses, if any £ " : " : " *OK.*

Certificate to be sent to *Greenock*

Whether the Vessel has been built under Special Survey *Yes*

In opinion this Vessel should be Classed *100 A. 1. "Stl" "Well"*

th, or without Freeboard, as condition of Class

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

Committee's Minute *Glasgow.* 2 JUL 1900
Character assigned *100 A. 1. "stl" "Well"*