

Iron or Steel Steamer. No. 2822. Date of completion of Report 4 April 1900. Received at London Office. Date, First Survey 15th May 1899. Last Survey 27th March 1900. Master M. Clarke. Year of Appointment 1900. Built at Middlesbrough. When built 1900. Launched 16th Dec 99. By whom built Sir Raylton Dixon & Co. Ltd. Owners Union Steamship Co. of Managers New Zealand Ltd. Residence London. Port belonging to London.

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a vessel having a continuous Shade Deck. CLASS 100 A1. Half Breadth (moulded) 22.25. Depth from upper part of keel to top of Main Deck Beams 18.72. Girth of Half Midship Frame (as per Rule) 37.02. 1st Number 77.99. Length 318. 2nd Number 24800. Proportions—Breadths to Length 7.14. Depths to Length—Main Deck to top of Keel 16.98. Destined Voyage Blyth to load. If Surveyed while Building, Afloat, or in Dry Dock Yes.

Dimensions of Ship per Register, Length 320 breadth 44.8 depth 15.36. Main Deck. Moulded depth, ft. 17 ins. 9 3/4. To Main Dk. Round up of Beam, Main Dk. 11 ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule.
FRAME, Angles, or L or E Bars, for 1/2 length amidships	5	3	8	5	3	KEEL, Bar or Side Plates, depth and thickness	Flat plate keel				
Do. for 1/2 at each end	3	3	8-7	3	3	STEM, moulding and thickness	10 x 2 3/4			10 x 2 3/4	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3	8	3 1/2	3	STERN-POST for Rudder do. do.	10 x 6			10 x 6	
Reversed in plates at intermed. Dkts.						" " for Propeller	50			50	
Distance of Frames from moulding edge to moulding edge, all fore and aft	5 1/2	3	8-7	5 1/2	3	MAIN PIECE of Rudder, diameter at head	8 1/2			8 1/2	
REVERSED FRAME, Angles	7 1/2			7 1/2		do. at heel	4 1/4			4 1/4	
DEEP FRAMING, depth of girder						RUDDER, how constructed	Forging plated				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Can the Rudder be unshipped afloat?	Yes				
" 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-bdth. as per Rule						" Rider Plate					
" height extended at the Bilges						" Bulb Plate to Intercoastal Keelson					
FLOORS & BRACKETS, in Cell Dble Bottoms	40	24	7	40	7	" Horizontal Plates on Floors					
CENTRE GIRDER, in Double bottom, depth and thickness	40	10	40	10		" Angles					
" Angles, Top	4 1/2	4 1/2	11	4 1/2	11	SIDE KEELSON, Angles					
" Bottom	4 1/2	4 1/2	11	4 1/2	11	" Bulb or Plate above floors, for length					
SIDE GIRDERS, number and thickness	one in height			one		" Intercoastal Plate, for length					
" Angles	3 1/2	3 1/2	7	3 1/2	7	" Attached to outside plating with Angle					
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	3 1/2	8	3 1/2	8	BILGE KEELSON, Angles					
" Angles	3 1/2	3 1/2	8	3 1/2	8	" Bulb or Plate above floors, for length					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	9	36	9		" Intercoastal Plate, for length					
" thickness in Engine and Boiler space	Iron 7/16	8	7/16	8		" Attached to outside plating with Angle					
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	10	7 1/2	3	BILGE STRINGER Angles					
" Angles on upper edge						" Bulb Plate, for length					
" Average space	8	3	11	8	3	" Intercoastal Plate, for length					
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Attached to outside plating with Angle					
" Angles on upper edge						SIDE STRINGERS Angles (3)					
" Average space						" Bulb or Intercoastal Plate, for full lng.					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Attached to outside plating with Angle					
" Angles on upper edge						Spar, or Awning Deck Stringer Plates, breadth and thickness					
" Average space						" Angle on ditto (outside bridge)					
BEAMS, Hold, or Orlop, Plate or Tee Bulb						" Tie Plates, fore and aft, outside Hatchways					
" Angles on upper edge						" Diagonal Tie Plates, No. of prs.					
" Average space						" Deck * Iron or Steel, for full lng.					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Wood Deck, Material and thickness					
" Angles on upper edge						Main Deck Stringer Plate, breadth & thickness					
" Average space						" Angles on ditto, No. 2					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Tie Plates, outside Hatchways					
" Angles on upper edge						" Diagonal Tie Plates, No. of prs.					
" Average space						" Deck * Iron or Steel, for full lng.					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Wood Deck, Material and thickness					
" Angles on upper edge						Lower Deck Stringer Plates, br'dth & thickn's					
" Average space						" Angles on ditto, No.					
PILLARS, In tween Deck, size and spacing						" Tie Plates, outside Hatchways					
" Hold						" Deck * Material and thickness					
" Quarter, tween Dks., "						Hold, or Orlop Stringer Plate, br'dth & thckn's					
" in Hold						" Angles on ditto, No.					
WEB-FRAMES, In Fore Body, No. and spacing br'dth. & thicknss						" Tie Plates, outside Hatchways					
" No. of Side Stringers						" Deck. Material and thickness					
WEB FRAMES, In E. & B. Space, No. & spacing br'dth. & thickness						Poop Deck Stringer Plate, breadth & thickness					
WEB FRAMES, In After Body, No. and spacing br'dth. & thickness						" Angles on ditto					
" No. of Side Stringers						" Tie Plates					
" Size of Angles or Tee Bars to Web Frames						" Deck. Material and thickness					
BRACKET PLATES to Stringers between Web Frames, depth and thickness						Bridge Deck Stringer Plate, br'dth & thickness					

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					Lower EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		STRAPS.		IF LAPPED.			
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Inches.	Diam.	Spacing or to cr.	Inches.	Diam.	Spacing or to cr.	Breadth.	Thickness.		
FLAT PLATE KEEL	36	16	13	13	36	16	13	13	36	16	Double	6	1	4	7.8	all	1	3 1/2	
(If Bar Keel, state Riveting)	46	12	11	11-12	36	12	11	11	36	12	"	5 1/2	7/8	3 1/4	"	7/8	3 1/2		
GARBOARD OR A Strake	11	10	9	10-11	11	10	9	10-11	11	10	"	"	"	"	"	"	9		
State actual thickness in way of Double Bottom.	B	11	9	9-13	11	9	9	9-13	11	9	"	"	"	"	"	"	"		
C	11	11	9	10-11	11	11	9	10-11	11	11	"	"	"	"	"	"	"		
D	11	11	9	9-12	11	11	9	9-12	11	11	"	"	"	"	"	"	"		
E	11	11	9	9-11	11	11	9	9-11	11	11	"	"	"	"	"	"	"		
F	11	11	9	9-12	11	11	9	9-12	11	11	"	"	"	"	"	"	"		
G	11	11	9	9-11	11	11	9	9-11	11	11	"	"	"	"	"	"	"		
H	11	11	9	9-12	11	11	9	9-12	11	11	"	"	"	"	"	"	"		
J	11	11	9	9-11	11	11	9	9-11	11	11	"	"	"	"	"	"	"		
K	46	12	9	9-10	42	12	9	9-10	42	12	"	"	"	"	"	"	"		
L	13	9	9-10	13	9	9	9-10	13	9	9	"	"	"	"	"	"	"		
M	42	15	10	10	42	15	10	10	42	15	"	6	1	4	"	1	3 1/2		
N											"	"	"	"	"	"	10 1/2		
O											"	"	"	"	"	"	"		
P											"	"	"	"	"	"	"		
Q											"	"	"	"	"	"	"		
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES	9				9				9										
BRIDGE SIDES	8				8				8										
FORECASTLE SIDES																			
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?										Spar or Lining (Butts, treble riveted for 3/4 length amidship. Stringer Plate (Straps, single, double or overlapped for full length amidship. Main Stringer (Butts, treble riveted for 3/4 length amidship. Plate (Straps, single, double or overlapped for full length amidship. Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? 5/8 Inner Bottom Plating, riveting of Edges 5/8 Butts 5/8 Centre Girder Butts, treble riveted Keelson Butts, treble riveted. Frames, riveted through Plates with 7/8 in. Rivets, about 6/4 apart. Rivets, state whether Iron or Steel Iron									
FRAMES extend in one length from margin to Spar, P.B. & F. decks REVERSED FRAMES on floors and frames extend from main & spar decks alternately, all to spar deck in way of poop & bridge & to spar & forecastle dks. ally. Double in 2nd B space.										MASTS, SPARS, &c.									
LOWER MASTS...										BOWSPRIT									
Topmasts, Yards and Remainder of Spars										Rigging, Material and Size, Shrouds									
Sails										Stays									
EQUIPMENT No. 31382 LETTER U										ANCHORS.									
Number of Certificate										Weight, Ex. Stock									
Anchors										Test, per Certificate									
Weight, Ex. Stock										Weight, Reg. by Rule									
Description of Anchor										Makers									
Where and when tested and Superintendent																			
37565 1st Bower										40 6 3 14 45 2 - Hartshorne									
37549 2nd "										39 1 3 14 45 2 - Patent									
37566 3rd "										35 8 3 - Stockless									
Collective weight										30 -									
37593 Stream										11 1 14 2 3 14 13 5 - - 11 1 - Rodgers									
37530 Kedg										5 2 - 1 1 14 7 16 1 - 5 2 - Do									
2nd Kedg										Certs for Cast Steel heads produced									
CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate										Fathoms									
Size										Test per Certificate									
Weight of Chain Cable										Fathoms									
Description										Makers of Cables									
When and where tested, and Superintendent										Material									
14700 270 1 1/16										9 1/2 5 11 1 14 5 11 1 14 270 1 1/16 Stud Hartshorne Sund. 30-11-99									
Iron Stream Chain or Steel Wire										90 4 1/4 35 - 90-4 1/4 Steel Cables & Speeding Makers cert.									
Boats										2 life boats & 2 others									
Pumps										2 hand pumps connected to steam suction in all holds. Diameter of Barrel and Tail Pipe 5 x 2 1/2 in fore peak - Jacked.									
Windlass										Steam - 1 in fore peak - Jacked.									
Engine Room Skylights										How constructed? Seal on casing above bridge									
What arrangements for deadlights in bad weather?										Bulls eyes									
Coal Bunker Openings										How constructed? Plated angles How are lids secured? battened Height above deck? 12"									
Number of Scuppers										and number and dimensions of Freeing Ports, &c. Scuppers 6 in. 5 Ports 6 in. 39 x 24									
Ceiling in Holds, thickness and material										2 1/2 pine Ceiling 'tween Decks, thickness and material 3 pine, filled in solid between battens									
Cargo Hatchways										How formed? plates & angles Cramps 30" Hatches, if strong and efficient? Solid									
State size No. 1 Hatch (Forward)										16 x 16 No. 2 Hatch 24 x 16 No. 3 Hatch 24 x 16 No. 4 Hatch 16 x 16									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch										12 1/4 1 beam, 12 2 1/2 2 webs all 3 fore & afters.									
Bulwarks, height above deck and description										4 ft plates & stays No. of Crutches Deep floors									
The above is a correct description.										Main Rail, material and size Bangle 6 x 3									
Builder's Signature (here only)										Surveyor's Signature W. H. Cooper									
FOR SIR RAYLTON DIXON & COMPANY, LIMITED.										Surveyor to Lloyd's Register of British & Foreign Shipping.									

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

M - 14/3/98, 30/3/98, 12/5/98, 4/7/98, 14/4/99, 26/4/99, 20/3/00 E. 22/7/98

Workmanship. Are the butts of plating planed or otherwise fitted? planed

Is the riveted work properly closed? yes

Are the liners between the frames 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 facing surfaces? yes Do any rivets break into or through the seams or butts of plating? a few

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

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

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, & in general conformity to the rules for the Class contemplated.

Decks, tunnel and peak bulkheads tested as required, the W.T. door examined & found in order - Steam & hand steering gear examined & found efficient, forged tiller fitted -

5 plans, 1 forging report -

This vessel was first named "Adriana" (No 68 in Sup) then "Asaba," & finally "Whangape"

Sister vessel "Mont Blanc" Mdt Report No 2620

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30 ft., R.Q.D. or Break ft., Bridge Dk. 68 ft., F'castle 32 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. 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) 1 dk (stc) & Spar dk (st iron & pxtl) & deep framing

Official No. 11064; Signal Letters

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system yes

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	92	203	Fore peak tank,		
Double bottom, forward,	140	342	After peak tank,		
Double bottom, under Engines and Boilers,	20	58	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. yes

Order for Special Survey No. 450

Date 17th April 1899

Order for Ordinary Survey No. 18

Date 17th April 1899

No. 440 in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

1899 May 15, 17, 26 June 2, 5, 13, 21, 26 July 6, 13, 19, 24, 25, 28 Aug. 1, 3, 9, 23, 28 September 5, 7, 11, 13, 20, 25, 28 Oct. 6, 16, 18, 20 24, 26 Nov. 1, 3, 6, 9, 16, 23, 28 Dec. 4, 5, 12, 13, 15, 19, 28.

1900 Jan. 4, 5, 8, 23, 30 Feb. 3, 16, 21. Mar. 3, 12, 20, 21, 22.

Total No. of Visits 65

The amount of Entry Fee £ 5 : 0 : 0

Special Survey Fee £ 95 : 3 : 0

Travelling Expenses, if any £ : : :

Fees applied for, 3. 4 1899

Received by me, R. H. J.

I am of opinion this Vessel should be Classed 100A1 "Steel" "Spar dk"

With, or without Freeboard, as condition of Class

Committee's Minute

Character assigned 100A1 (Stc) Spar dk.

at SCP.

Write mgb.

+ L.M.C. 3.00

W. H. Cooper

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

FRI. 6 APR 1900

© 2019 Lloyd's Register Foundation