

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 10 NOV 1927

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

Port of *Glasgow*No. *49810*Survey held at *Glasgow*Date First Survey *20<sup>th</sup> June 1927* Last Survey *Glasgow 1929*On the *STEEL T.M.V. RANGITANE*State Type *Scantlings for restricted draft of 32' 9 1/2"*State Type of Erection *Combined*

TONNAGE under Tonnage Deck

*9510.20*CLASS *B100A1.*State if with freeboard as condition of Class *yes*Built at *Glasgow*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

*2763.73*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

*L 530.0*

Breadth (greatest moulded)

*B 70.0*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

*D 43.25*

1st Longitudinal Number (L x D)

*= 22932*

2nd Numerical L x (B + D)

*= 60022*

Framing Depth "d" at middle of length. See Sec. 3 (1d)

*30.1/2*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*12.25*

Do. Long Bridge to top of keel

*10.20*

Draught Moulded

*32' 9 1/2"*Launched *May 27 1929* Yard No. *532*Builders *Harland & Wolff Ltd.*Owners *New Zealand Shipping Co. Ltd.*Managers *✓*

(Where necessary to be entered in Reg. Book.)

Residence *London & Christchurch N.Z.*Port of Registry *Lyons*

If surveyed while building, afloat, or in dry dock

*yes.*

## REGISTERED DIMENSIONS.

FEET.

Length

*531.0*

Breadth

*70.25*

Depth

*29.75 OK*  
*32.10*

## 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	<i>32</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/3 length to Collision bulkhead	<i>27</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>5 1/4 x .67</i>	
Frame Amidships, Angle <i>E</i> <i>11 x 3 1/2 x .50 N.B.S.</i>			" " top Angles	<i>3 1/2 x 3 1/2 x .63</i>	
" " Extends up to <i>D+C deck alternate</i>			" " bottom Angles	<i>5 x 5 x .71</i>	
Reversed Frame Amidships, Angle <i>6 x 6 x .70</i>			Side Girders, No. each side and thickness	<i>.47</i>	
" " Extends up to <i>F.D.K.</i>			Margin Plate depth (excl. of flange) and thickness	<i>.47 x .63</i>	
Depth of Framing Girder	<i>11</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>6 x 6 x .53 .51</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E</i> <i>8 1/2 x 3 1/2 x .44</i>			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>3 1/2 x 3 1/2 x .51</i>	
" " Second 'tween Decks, Angle <i>E</i> <i>8 x 3 1/2 x .53</i>			" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>6 x 6 x .53</i>	
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>.47</i>	
Framing in Peaks, Angle <i>E</i> <i>11 x 3 1/2 x .43</i>			" " Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5 1/4 x .54</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>6 x 5/16 dia. - 5 dia. at bilge</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>61 x .61</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Double frames, extra intermediate, shell increased, close spaced</i>		Thickness of remainder in Holds	<i>.51 x .47</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double frames, extra intermediate, shell increased, close spaced</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. Room and framing in Bunkers and Boiler Room?	<i>yes</i>	
SINGLE BOTTOM.			BEAMS. <i>D. deck</i>		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle <i>E</i> <i>8 x 4 1/2 x 3 x 3 x 44 N.B.S.</i>		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>as above</i>	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>			Spacing	<i>32</i>	
" " Through Plate or Intercoastal Plate			" " <i>E. deck</i>		
" " Foundation Plate on Floors			Second Deck, amidships, Angle <i>E</i> <i>8 x 4 1/2 x 3 x 3 x 44 N.B.S.</i>		
" " Flat Plate Keel Angles			Spacing	<i>32</i>	
Side Keelsons, No. each side			" " <i>F. deck</i>		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle <i>E</i> <i>9 x 5 1/2 x 3 x 3 x 44 N.B.S.</i>		
" " Angles			Spacing	<i>32</i>	
DOUBLE BOTTOM.			" " <i>Prom. Dk. B.</i>		
Solid Floors, thickness and spacing	<i>47 spaced 32</i>		Fourth Deck, amidships, Angle <i>E</i> <i>8 x 4 1/2 x 3 x 3 x 44 N.B.S.</i>		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing	<i>32</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>✓</i>	
			" " <i>E. deck</i>		
			Bridge Deck, Angle, <i>E</i> or <i>F</i> <i>8 x 4 1/2 x 3 x 3 x 44 N.B.S.</i>		
			Spacing	<i>32</i>	
			Forecastle Deck, Angle, <i>E</i> or <i>F</i> <i>8 x 5 1/2 x 3 x 3 x 44 N.B.S.</i>		
			Spacing	<i>27 x 2 1/4</i>	



## PILLARS AND DECKS.

PILLARS. No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge .....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing.....	3 Rows of wide			Thickness of Plating abreast Deck openings in way of Wells (clear openings).....	46		
" " " " " "	spaced pillars?			Thickness of Plating abreast Deck openings in way of Bridge .....	38-34		
in Holds " " " "	girders as per			Thickness of Plating within line of openings...	38-30		
" " " " " "	approved pillar & girder plan. -			If Sheathed, material and thickness .....			
Centre Line Bulkhead, Stiffeners and Spacing.....				Third Deck, F. Deck - Stringer Plate, breadth and thickness.....	54x34 - 42-34		
Plating, thickness of .....				If Plated, state thickness.....	30		
STRINGERS AND DECKS. Uppermost Continuous Deck, D. Deck				Fourth Deck. Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	76x1.02			If Plated, state thickness .....			
" " " " " " in way of Bridge	76x52-42			Deep Deck, Poop, B. Deck Stringer Plate, breadth and thickness .....	76x56		
Angle in Wells .....	7x7x1.02			Plating, Sheathing, material and thickness .....	46-48		
Thickness of Plating abreast Deck openings in way of Wells (clear openings).....	76x9.0 openings			Bridge Deck, C. Deck. Stringer Plate, breadth and thickness.....	76x53		
Thickness of Plating abreast Deck openings in way of Bridge .....	46-34			Plating, Sheathing, material and thickness .....	50-38		
Thickness of Plating within line of openings...	49-34			Forecastle Deck. Stringer Plate, breadth and thickness.....	60x40		
If Sheathed, material and thickness .....	Part 5x3 batten line			Plating, Sheathing, material and thickness .....	32		
Second Deck, E. Deck Stringer Plate, breadth and thickness in Wells.....	54x52						

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL .....	134 in way of direct keel 61	1.02	.91	.91		Double	1 1/8	4	4R.	1 1/8	4 3/8	Lapped
" DBLG. (if any) .....												
BOTTOM PLATING, No. of Strakes .....	6 Strakes	.81	.53	.65		Double	1	4	4R.	1	4	Lapped
BILGE PLATING, No. of Strakes .....				.71								
SIDE PLATING, No. of Strakes .....	4	.77	.53	.53		"	"	"		"	"	"
UPPER DECK, Sheer-strake in Wells .....		1-.91	"	"		"	1 1/8	"	"	1 1/8	4 1/2	"
UPPER DECK, Sheer-strake in Bridge .....	80	.77	"	"		"	1	"	"	1	4	"
STRAKE BELOW Sheer-strake in Wells .....	84	.84	.53	.53		"	"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Bridge .....	84	.77	"	"		"	"	"	"	"	2 1/2	Strapped
POOP SIDE PLATING .....												
C. DECK - 2 Strakes. BRIDGE SIDE PLATING .....		.72	.53	.53		"	7/8	3 1/4	"	7/8	3 1/2	Lapped
FORECASTLE SIDE PLATING .....		.47	"	"		Single	3/4	2 1/8	1R.	3/4	2 5/8	"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)..... 8

Deck next below .....

As per Rule 9 as approved—

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.26	L 4 1/2 x 34	41	36	
" " Second	.29	3 1/2 x 34	32		
" " Third					
" " Holds .....	.28-46	5 1/2 x 44	56	30	
COLLISION " (in Hold) .....	.58-35	2 1/2 x 34	56	24	
AFTER PEAK " " .....	.56-32	2 1/2 x 34	56	24	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	None			
STEM .....	Roller	11 x 3 1/4	Colville	
STERN FRAME	Propeller Post	Cast Steel to pattern		
	Rudder	As per approved plan	Thos. Firth & Son	
RUDDER—A x D .....	1620			
Speed of Vessel .....	14			
RUDDER mainpiece at head	Forged	17	Darlington Forge	
" " heel .....		12		
" " how constructed .....	Arm. Shank on main piece			
" " double or single plate coupling, vertical or horizontal .....	Single			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules?

David Colville -

yes

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Foundation



EQUIPMENT No. 66800										LETTER <i>J</i>	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
<i>61885</i>	1st Bower ...	110	2	14	<i>Stickless</i>			71	7	2	0	109	<i>Taylor &amp; Childless</i>	<i>S. Taylor</i>	<i>Sept 24/29 W. A. Drysdale</i>
<i>61877</i>	2nd „ ...	109	3	21	“			71	0	0	0	109	“	“	<i>“ 24/29 “ “</i>
<i>61874</i>	3rd „ ...	<i>93</i>	0	7	“			64	10	0	0	<i>93</i>	“	“	<i>“ 24/29 “ “</i>
	Collective weight	<u>313</u>	<u>2</u>	<u>14</u>								<u>311</u>			
<i>61943</i>	Stream .....	33	0	17	8	1	7	30	19	1	14	32	<i>Common</i>	<i>S. Taylor</i>	<i>Sept 24/29 W. A. Drysdale</i>

CHAIN CABLES.										HAWSERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		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.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
14241	165	2 5/16	14 1/2	198 3/4	723-3-0	330 x 2"			See last Table 29/6/29	TOWLINE	120	7	113	120	7	
14242	165	"	"	"	725-0-14	1378-			19/4/29	HAWSERS & WARPS	120	8"	120			
	330				1448-3-14				signed A. Green		"	120	3"	120		
											"	120	3 1/2	120		
											"	120	6"	120		
14243	150	6"		85												

Steering Gear, Steam	Electric Hydraulic	Steering Gear, Hand	
Boats	12	Steering Chains, Size and Test	
Ceiling in Holds, thickness and material	2 1/2 where no insulation	Cargo Battens, thickness, material and spacing	6 x 2 Vertical spaced 4'-
Cargo Hatchways, (Upper Deck)	30" x 44 Steel	Thickness of Hatches	3" Pine Tether in steel frame aligned with the deck
Size of No. 1 Hatchway (Forward)	22'6" x 17'11"	No. 2	24'9" x 18'0"
		No. 3	24'4" x 18'0"
		No. 4	24'0" x 18'0"
		No. 5	24'0" x 18'0"
		No. 6	24'6" x 15'6"
		No. 7	24'6" x 15'6"
Number of Shifting Beams and/or Fore and Afters	4 in No. 1, 2, 4, 5, 6 - 5 in No. 3 - 3 in No. 7		
John Brown & Company, Limited.			
Builder's Signature		<i>John Brown</i>	

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *No* (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.

This vessel has been built according to the approved plans, Secretary's letters & in other respects in accordance with the rules for the class contemplated. Arrangements have been made for the carriage of oil fuel, p.p. above 158°F., in the double bottom, in oil bunkers and in tanks at the sides of tunnel and deep tanks in No. 1 hold. The rules for the carriage of oil fuel have been complied with so far as they apply.

All tanks, decks, etc., of flat, w. s. bulkheads & w. s. doors have been fitted as required by the rules with satisfactory results. The foreboard has been verified & the marks set in on the vessel's sides. The MacLachlan Davit have been tested with a 10% overload, together with a surging test, with satisfactory results. The vessel has a duct keel forward 203'6" long. There is also a cruiser stern. The structural workmanship are good. This is a sister vessel to T.M.N. RANGITATA - Glen regt. No. 49697 -

The amount of Entry Fee	£ 12 : 0 : 0	Fees applied for.	9 NOV 1929
Special Survey Fee	£ 534 3 3	Received by me,	16.11.29
Freight	£ 12 : 10 : 0		
State whether the Vessel has been built under Special Survey	yes	I am of opinion the Vessel should be Classed	100A1 with foreboard corresponding to an extreme draft of 33'0".
Certificate sent to	Gls	Signature	Wm. R. R. R. R.
Date of issue	13/11/29		

Committee's Minutes GLASGOW 12 NOV 1929

Character assigned *+ 100A1*

*with foreboard* } subject to

*11.29*

*Lloyds Assoc.*

*+ L.M.C. 11.29.*

*20B-100lb.*

*Duct Keel forward of machinery space.*

FRI. 8 DEC 1929

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