

# Awning or Shelter Deck,

## or Pt. Awning Deck.

## STEEL STEAMER.

No. 16169

Port of *Greenock*

Date of completion of Report *3rd Jan'y 1912*

Received at London Office

WED. JAN 17 1912

Survey held at *Port Glasgow & Glasgow*

Date First Survey *14th November 1910*

Last Survey *27th December 1911*

On the

*Twin Screw Steamer*

**HURUNUI**

Rig *Schooner*

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk. and

3rd, 4th, or Awning Dk.

Total under Upper Dk. *7818.09*

Do. of Poop *168.08*

Do. of Forecastle *6.81*

Do. of Houses on Deck *517.25*

Do. of excess of Hatchways *390.94*

Do. above Crown of Engine Room *8901.17*

Gross Tonnage *311.24*

Less Crew Space

Less above Crown of Engine Room *8589.93*

TONNAGE FOR FEES *2848.37*

*103.14*

CLASS *+ 100 A 1 Shelter Deck*

Breadth (greatest moulded) *with freeboard 62.75*

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *43.25*

Deduct height of tween deck when this does not exceed 8 ft. *8.00*

Transverse Number *98.00*

Length on deck from fore part of stem to after part of sternpost *495*

Longitudinal Number *48510*

Depth "d" at middle of length. See Secs. 2 & 13. *19.54*

Proportions, Depth to Length, Uppermost Continuous Deck at side to top of keel *31.04*

Deck at side to top of keel *11.44*

Upper Deck at side to top of keel *9.6*

Master *J. P. Forsdick*

Year of Appointment *1885*

Built at *Port Glasgow*

When built *1911-12*

By whom built *Russell & Co*

Owners *New Zealand Shipping Co. Ltd.*

Managers

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

Residence *London*

Port belonging to *Plymouth*

Destined Voyage *London*

Surveyed while Building, Afloat, & in Dry Dock

BREADTH		DEPTH, ACTUAL		Top of Floors to top of Shelter Dk. Beams		Upper Deck Beams		No. of Decks with flat laid	
Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.		
49.5	0	62	9	43	3	32	0 3/4	3	3
Moulded		Do.		Do.		Do.		Round up of Uppermost Dk. Beam, Actual	
49.5		breadth 63.1		depth 31.75		Upper Deck		15 3/4 ins.	
Moulded depth, ft. 43 ins. 3		To Shelter Dk.		Moulded depth, ft. 34 ins. 9		To Upper Dk.			
FRAMING.				PILLARS.				Inches. Size in Ship.	
Inches in Ship.				Inches in Ship.				Inches in Ship.	
BARS, amidships				PILLARS, in 'tween Deck, size and spacing				3 1/2	
A.A.				" " Hold				8 1/2	
Double Bottoms at Solid Floors				" Quarter, 'tween Dks.,				3 1/2	
" at intermdt. Bkts.				" in Hold				5 1/4	
from centre to centre amidships				KEELSONS AND STRINGERS.				As per approved plan	
to collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above				Inches in Ship.	
from centre to centre in peaks				floors, Through Plate, or Intercostal Plate				Inches in Ship.	
FRAME, Angles				Rider Plate				Inches in Ship.	
Double bottoms at Solid Floors				Flat Keel Plate Angles				Inches in Ship.	
" at intermdt. Bkts.				Horizontal Plates on Floors				Inches in Ship.	
depth of girder				Angles or Bulb Angles				Inches in Ship.	
thickness of Floor Plate				SIDE KEELSONS, Number				Inches in Ship.	
line for 1 length amidships				Angles or Bulb Angles				Inches in Ship.	
of Engine and Boiler spaces				Plate above floors, for				Inches in Ship.	
as at the ends of vessel				Intercostal Plate, for				Inches in Ship.	
at the half-bdth. as per Rule				Attached to outside plating with Angle				Inches in Ship.	
extended at the Bilges				BILGE KEELSON Angles				Inches in Ship.	
BRACKETS, in Cell Dble Bottoms				Intercostal Plate, for				Inches in Ship.	
state if flanged (top & bottom)				Attached to outside plating with Angle				Inches in Ship.	
spacing				SIDE STRINGERS, Number				Inches in Ship.	
IDER, in Dbl bottom, depth & thickness				Angle				Inches in Ship.	
Angles, Top				Intercostal Plate, for whole				Inches in Ship.	
Bottom				Attached to outside plating with Angle				Inches in Ship.	
to Floors				Awning or Shelter Deck Stringer Plates,				Inches in Ship.	
ERS, number and thickness				breadth and thickness				Inches in Ship.	
state if flanged (top & bottom)				Angle on ditto				Inches in Ship.	
Angles				Tie Plates, fore and aft, outside Hatchways				Inches in Ship.	
TE, depth (exclusive of flange)				Deck, * Iron or Steel, for whole				Inches in Ship.	
and thickness				Wood Deck, Material & thickness				Inches in Ship.	
gles to outside plating				Upper Deck Stringer Plate, breadth and				Inches in Ship.	
to floors				thickness				Inches in Ship.	
Height of Brackets above at bilge				Angles on ditto, No.				Inches in Ship.	
TOM PLATING, breadth and				Tie Plates, outside Hatchways				Inches in Ship.	
thickness of Middle Line Strake				Deck, * Iron or Steel, for whole				Inches in Ship.	
thickness in Engine and Boiler space				Wood Deck, Material & thickness				Inches in Ship.	
Remainder in Holds				Second Deck Stringer Plates, br'dth & thick'n's				Inches in Ship.	
Shlr Dk, Single Angle				Angles on ditto, No.				Inches in Ship.	
Angle, Plate, Tee Bulb or Channel				Tie Plates, outside Hatchways				Inches in Ship.	
upper edge				Deck, * Material and thickness				Inches in Ship.	
per Deck, Single Angle, Bulb Angle,				Third, Fourth & Fifth Deck Stringer Plate,				Inches in Ship.	
Angle, Plate, Tee Bulb or Channel				breadth and thickness				Inches in Ship.	
on upper edge				Angles on ditto, No.				Inches in Ship.	
Deck, Angle, Bulb Angle, Plate,				Tie Plates, outside Hatchways				Inches in Ship.	
Bulb or Channel				Deck, Material and thickness				Inches in Ship.	
on upper edge				Roop Deck Stringer Plate, breadth & thickness				Inches in Ship.	
Deck, Angle, Bulb Angle, Plate,				Angles on ditto				Inches in Ship.	
Bulb or Channel				Tie Plates				Inches in Ship.	
on upper edge				Deck, Material and thickness				Inches in Ship.	
Forecastle Deck, Angle, Bulb Angle,				Bridge Deck Stringer Plate, br'dth & thickness				Inches in Ship.	
Bulb or Channel				Angle on ditto				Inches in Ship.	
on upper edge				Tie Plates				Inches in Ship.	
Deck, Angle, Bulb Angle, Plate,				Deck, Material and thickness				Inches in Ship.	
Bulb or Channel				Forecastle Deck Stringer Plate, br'dth & thick'n's				Inches in Ship.	
on upper edge				Angle on ditto				Inches in Ship.	
Deck, Angle, Bulb Angle, Plate,				Tie Plates				Inches in Ship.	
Bulb or Channel				Deck, Material and thickness				Inches in Ship.	
on upper edge				Bridge Deck Stringer Plate, br'dth & thickness				Inches in Ship.	
Deck, Angle, Bulb Angle, Plate,				Angle on ditto				Inches in Ship.	
Bulb or Channel				Tie Plates				Inches in Ship.	
on upper edge				Deck, Material and thickness				Inches in Ship.	

\* If Iron or Steel Deck, state if



WEB FRAMES.
WEB FRAMES, in Fore Body, No. and spacing
WEB FRAMES, in E. & B. Space, No. & spacing
WEB FRAMES, in After Body, No. and spacing
BRACKET PLATES to Stringers between
Web Frames, depth and thickness

FORGINGS or CASTINGS.
KEEL, Bar, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
RUDDER-A x D
Main-Piece, diameter at head
at heel

BULKHEADS.
W.T. BULKHEADS
COLLISION
PARTITION
LONGITUDINAL

RUDDER, how constructed
Thickness of Single Plate
Can the Rudder be washed off?

A letter from the Owners regarding the number of bulkheads is furnished showing the bulkheads are doubled two spaces of frames in length: brackets to S str.

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.? Mild Steel
Steel holderbank bars, Fleet, Blythdale, Dalzell, Lonsdale, Glasgow, Glenjarroch, Halliday, Mossend, Port Talbot, South Durham, Wylie

PLATING.
STRAKES.
AS IN SHIP.
PER RULE OR AS APPROVED.
FLAT PLATE KEEL
GARBOARD OF A Strake
State actual thickness in way of Double Bottom.
THICKNESS OF STRIKE
CLEAR OF LONG BRIDGE
DO. OF STRAKE BELOW
DBLG. of Flat Plate Keel
Sheerstrakes
Length and thickness.
DOOR SIDES
SHORT BRIDGE SIDES
FORECASTLE SIDES

RIVETING.
EDGES.
Butts.
Double or Treble and for what Length.
RIVETS.
STRAPS.
IF LAPPED.
Upper edge of C, H, & J strakes treble riveted in fore and after bodies

Butts, Quad riveted for
Shelter Deck
Stringer Plate
Upper Deck
Stringer Plate
Second deck butts treble fore & aft

Butts of Side Stringers
Tie Plates
Inner Bottom Plating, riveting of Edges
Centre Girder Butts, Quad riveted
Keelson Butts,
Frames, riveted through Plates with
Rivets, state whether Iron or Steel

FRAMES extend in one length from middle line to tank margin thence to gunwale
REVERSED FRAMES on floors and frames extend from in L to tank margin and from thence to second deck

MASTS, SPARS, &c.
LOWER MASTS
Fore Mast
Main Mast
Mizen Mast
Remainder of Spars
Rigging, Material and Size, Shrouds
Sails, none

Form No. 10.



EQUIPMENT No. 52919			LETTER ft			ANCHORS.		
Number of Certificate.	Anchors	WEIGHT, EX. STOCK			WEIGHT OF STOCK			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	
66095	1st Bower	90	1	0	63	12	2	Halls Stockless
66093	2nd "	90	0	14	63	12	2	"
66094	3rd "	77	3	9	57	12	2	"
	Collective weight	258	0	23	257	2	0	"
66154	Stream	26	2	15	26	3	3	Ordinary
66152	Kedge	13	1	24	15	3	3	"

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.
	Length.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.				
46525	165	2 5/8	120 7/16	571.2.23	571.2.23	330	2 5/8	Stud link H. Kingley Smith	20/8/11 H. Green	TOWLINE	98w	130	6	130	6	8 1/2	H. Kingley Smith	20/8/11 H. Green	8 1/2
46524	165	"	"	571.2.15	1143.0.0	330	2 5/8	"	"	HAWERS & WARPS	8 1/2	120	3 1/4	120	3 1/4	8 1/2	"	"	"
	330	"	"	1143.1.10	"	"	"	"	"	"	5 1/2	170	7 1/2	170	7 1/2	5 1/2	"	"	"
Stream	120	5 1/2	71	"	"	120	5 1/2	8 Swire	Bullivant & Co Ltd	"	"	"	"	"	"	"	"	"	"

Boats 4 lifeboats and 2 others  
Pumps, Number 2 flywheel manual pumps to hold water in bilge  
Vindlass is by Clarke Chapman & Co Ltd with Capstan  
Engine Room Skylights. How constructed? of steel plates & angles  
Coal Bunker Openings. How constructed? of steel plates & angles  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 9 each side  
Ceiling in Holds, thickness and material. 2 1/2" where not insulated  
Cargo Hatchways. How formed? of steel plates and angles  
Gate size No. 1 Hatch (Forward) 18-6 x 25 No. 2 Hatch 21-4 1/2 x 25 No. 3 Hatch 14-3 x 25 No. 4 Hatch 14-3 x 25  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch One web plate in two hatch, 4 fore and afters in all others  
No. of Breasthooks 4 & deep floors No. of Crutches deep floors  
Main Rail and Stay, material and size Open rails  
The foregoing is a correct description.  
Builder's Signature (here only) For Russell & Co. Ltd.  
Surveyor's Signature J. Bennett  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
910 Sept 30 m. Oct 4. 5. 6. 11. 12. 13. 14. 20. 25. 27. 28. 29. 31 m. Nov 1. 3. 4. 9. 11. 14. 16. 17. 26 m. 29. Dec 9. 12. 14. 16. 19. 20. 21. 1911 Jan 6. 10. 12. 22  
911 Feb 13. 24 m. 28. Mar 23. 30. 31 m. April 6. 7. 10. 12 m. Sept 14. 19 m. Oct 2. 7 m. Feb 10. 11 m.

Are 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 the plating? 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. 26, par. 20)? yes  
State results of tests satisfactory  
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes  
State results of tests satisfactory  
General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been built in accordance with the Rules and to the approved plans which together with the forgings & details are attached hereto

This vessel has been damaged by 1st a fire breaking out in the fore hold on the 27th Sept 1911 and by colliding with the dock wall in entering dry dock at Govan, and 3rd, by striking the dock wall when entering Princes Dock on the 20th Decr 1911  
The following repairs have now been carried out. 1st Damage. The reverse frames on 5 channel frames at after end of No 1 hold on port side cut off and renewed of increased thickness (1 1/2"). The two side stringers at this part removed and completely renewed to the first butts forward of No 4. Six new bulkhead plates fitted on port side (No 163 BHD), seven vertical channel stiffeners, the angle stiffeners in 2 wing spaces and top brackets on 9 stiffeners renewed.  
Second Deck Beams renewed from No 1 hatch to after end of hold (13); the pillar girders bulk angles under these beams renewed on port side, from 163 to 174 frames, the head of No 174 pillar on port

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
The amount of Entry Fee £ 5 : - : -  
Special Survey Fee £ 239 : 15 : -  
Travelling Expenses, if any £ 4 : 7 : 6  
Total £ 248 : 12 : 6  
Received by me 3/11/1912  
Certificate to be sent to Greenock. Date of issue 9/2/12  
When the tank below No 1 hold has been insulated or ceiled under hatchway and the W.T. doors & tunnels examined  
I am of opinion this Vessel should be Classed +100A1 Shell & Deck with freeboard "7 BHD only" as letter to Bureau 14/11/12  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute GLASGOW 16 JAN 1912  
Character assigned Deferred for compl  
FRI. FEB. 9 - 1912  
100A1  
checked & ok with fbd  
Lloyds A.S.C.P.  
+ L.R. 12. 11  
7. 10.  
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GENERAL REMARKS—(continued).

Second Deck (contd.) angle ring and crown plate fitted. Stringer plate No 17 port and starboard and No 18 port renewed and 31 deck plates renewed. Hatch coaming angle to deck, fore stringer and console ribband angles removed and refitted.

Upper Deck Beams half beams legs and beam knees renewed from 16 to 195 inclusive. Centre side pillar girders and pillars except 2 ladder pillars renewed throughout No 1 tween decks ladder pillars removed and refitted. Stringer plates No 16-17-18 renewed on both sides of 32 deck plates renewed. Stringer angles, console ribband and ventilator angles removed and fore renewed. The 1st bulkhead from upper to second decks removed complete except frame angles (163 B&D). The rivets in chain locker bulkhead tested and fore renewed. Side stringer at fore end of tween decks renewed to chain locker B&D both sides. Two meat ports removed repaired and refitted. Partial bulkheads abreast foremast removed and refitted.

Shelter Deck Hatch end beams at No 1 hatch renewed half beams on starboard side of No 1 hatch renewed. Seven deck plates and 4 doubling plates at this hatch renewed, a number of beam rivets to deck plating and in one stringer plate both renewed. Pillar girders abreast hatch on starboard side removed and refitted, one intercostal plate on port side girders renewed. The bulkhead aft of No 1 hatch from shelter to upper decks removed, all plates and angles fared, and refitted, except top and bottom angles, these renewed. No 1 hatch coaming plates renewed except fore side coaming, deck angles and 2 fore and afters (plate) renewed. The hatch slides bottom moulding and T-jacks section at top of hatch removed and refitted at both shelter and upper decks. Nine bunch girders and deck boundary angles removed and refitted. Wood deck sheathing renewed on both sides of No 1 hatch and right across middle part aft of steam winches. Wood deck on starboard docking house fore renewed.

No 1 tank, No 1 hold bulkhead and decks tested. Cement chocks and console ribbands renewed on second and upper decks. Air and sounding pipes renewed in No 1 hold.

Outside Plating H strike Nos 17-18, J strike Nos 16-17, K strike No 14 and L strike No 14 renewed on port side. M strike Nos 18-19 renewed on both sides. L strike No 18 removed on port side for getting out second deck beams and refitted. The outside plating tested by hose in way of the repairs. Bottom of vessel examined and recoated.

Second Damage On starboard side J strike No 1 (from forward) and J strike No 2 fared in place, rivets in lower seam of J strike cut out and renewed in two places, one frame repaired by fitting thicker liner. The fore peak bulkhead tested.

Third Damage About 46 stem rivets set up and E & F strikes recaulked at stem. Fore peak tank, H strike No 2 (from forward) indented the rivets now cut out of 2 frames at this plate and renewed, lower seam overhauled and recaulked.

The Bureau Superintendent states that J strike No 1 fore or starboard will be removed for examination of the stem and the indented plate H No 2 fore side will be removed and fared at the first opportunity. As this damage does not in my opinion in any way impair the efficiency of the vessel, this proposal forwarded for the favourable consideration of the Committee.

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	10		5		142	9	74	alt 1/2 of No 1 hold bulk head, 2nd girder
Removed and Fared or Repaired	1 removed for repairs				115 half			one pillars to upper deck renewed and
Faired or Repaired in place	2	1						put red to shelter second decks, side

To complete the vessel the tank top in No 1 hold requires to be insulated, or ceiled under the hatchway, and the two W.T. doors to tunnels examined. The Bureau wish to date the completion of the vessel from Jan 1912, and the tunnel door were not examined here in order to meet the Bureau wishes. The Superintendent hopes to have the fore tank top insulated in London.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 94 ft., Forecastle ☒ (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 should appear in the Register Book) 2 Pls (St) x Shelter dk (St - ft W.S.)

Official No. 132751; Signal Letters ☒ State if Machinery is fitted ☒ amidships

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

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	111-7 1/2	307	Fore peak tank,		
Double bottom, under Engines and Boilers,	71-3	372	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	245-4 1/2	1060	Other tanks, if fitted,		
Total capacity of double bottom		1739	(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 2628.

Date 12<sup>th</sup> Dec 1910

No. 624 in builder's yard.

DATES OF SURVEYS held while building

1910. Nov. 4. 7. 30. Dec 1. 6. 28. 1911. Jan 9. 16. 17. 20. 27. 30. Feb. 6. 7. 9. 10. 17. 20. 22. Mar. 6. 7. 14. 15. 21. 24. 27. 41. 4. 6. 12. 13. 19. 21. 24. 25. 26. 27. May 2. 4. 8. 9. 10. 15. 16. 18. 19. 24. 25. 27. 30. June 1. 2. 5. 12. 13. 15. 20. 27. 28. 30. July 21. 25. 27. 28. 31. Aug 2. 3. 4. 7. 8. 9. 11. 16. 17. 18. 21. 22. 23. 24. 25. 26. 31. Sept 1. 6. 8. 12. 13. 19. 21. 24. 25. 28. Oct 4. 10. 11. 13. 17. 21. 26. 31. Nov. 8. 10. 15. 16. 20. 22. 24. 27. 30. Dec. 6. 12. 13. 17. 21. 26. 27.

Total No. of Visits 120

Surveyor's Signature

J. Bennett

Foundation