

STEEL STEAMER or MOTORSHIP.

Received at London DEC -5 1938

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 *2nd December 1938*Port of *Leith*No. *19429*Survey held at *Leith*Date First Survey *14th March 1938*Last Survey *28th November 1938*On the *Steam Screw Motor, "PURIRI"* (machinery is amicalships)State Type (Full Scantling, Complete Superstructure) *Without tonnage opening*State Type of Erections *Pop Bridge*TONNAGE under Tonnage Deck... *632.32* CLASS *+100A1* with Freeboard *yes* (State if with freeboard as condition of Class)Built at *Leith*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 186.0*Launched *25/10/38* Yard No. *273*Total *632.32*Breadth (greatest moulded) *B 35.0*Builders *Henry Robb & Co.*Gross Tonnage *927.00*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 14.0*Owners *The Anchor Shipping & Trading Co. Ltd.*Register Tonnage *423.47*1st Longitudinal Number (L x D) *2604*Managers *✓*2nd Numeral L x (B + D) *8114*

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

REGISTERED DIMENSIONS.

FEET.

Length *188.2*Breadth *35.2*Depth *12.05*Framing Depth "d," at middle of length. See Sec. 3 (1d) *11.58*Residence *Nelson, N.Z.*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.28*Port of Registry *Nelson.*Do. Long Bridge to top of keel *11-6"*

If surveyed while building, afloat, or in dry dock

Draught Moulded *11-6"* While building, & finally afloat in any dock.

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>22</i>	<i>✓</i>	Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead.....	<i>22</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks.....	<i>22</i>	<i>✓</i>	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>30</i> <i>37</i>	<i>✓</i>
Frame Amidships, Angle, <i>E</i> or <i>F</i>	<i>5 3 32</i>	<i>✓</i>	" " top Angles <i>Double in E.R. (and forward of $\frac{1}{2}$ L.)</i>	<i>3 3 34</i>	<i>✓</i>
(<i>apt of amidships 5x3x30 to V.R.D. + Bridge D. alternately</i>)			" " bottom Angles <i>double</i>	<i>3 3 38</i>	<i>✓</i>
" " Extends up to <i>Bridge D.</i>			Side Girders, No. each side and thickness	<i>one</i> <i>30</i>	<i>✓</i>
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	<i>27</i> <i>32</i>	<i>✓</i>
" " Extends up to <i>✓</i>			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>T 6 3 375</i>	<i>✓</i>
Depth of Framing Girder	<i>5</i>		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>T 6 6 50</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>none</i>	<i>✓</i>
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	<i>none</i>	<i>✓</i>
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>35"</i>	<i>✓</i>
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem.....	<i>5 3 32</i>	<i>✓</i>	INNER BOTTOM PLATING.		
" " in Peaks, Angle or <i>E</i>	<i>5 3 28</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake ...	<i>40</i> <i>34 5 30</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 7 pairs C15C</i>	<i>✓</i>	Thickness of remainder in Holds	<i>30 5 28</i>	<i>✓</i>
State if Frame Joggled	<i>yes</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Banker and Boiler Room?	<i>yes</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as approved</i>	<i>✓</i>	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as approved</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>F</i>	<i>5 3 28</i>	<i>1/2 beams</i>
SINGLE BOTTOM.			" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>6 3 33</i>	<i>through beam</i>
Floors, Depth and thickness at mid-line in Holds			Spacing	<i>every frame</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, <i>E</i> or <i>F</i>		
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>			Spacing.....		
" " Through Plate or Intercoastal Plate...			Third Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " Foundation Plate on Floors			Spacing.....		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>		
Side Keelsons, No. each side			Spacing.....		
" " thickness of Intercoastal Plate...			Pop Deck, Angle, <i>E</i> or <i>F</i>		
" " Angles			Spacing.....	<i>6x3x33</i> <i>5x3x28</i>	<i>✓</i>
DOUBLE BOTTOM.			Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>every frame</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>30 every frame</i>	<i>✓</i>	Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>6 3 28</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line			Spacing	<i>every frame</i>	<i>✓</i>
" " breadth and thickness at margin plate.....					

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....				Stringer Plate, breadth and thickness in way of Bridge			
" in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells			
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds <i>Side girders below deck in line with hatch coamings in conjunction with widely spaced pillars as per plan of Centre Line Bulkhead.</i>				Thickness of Plating within line of openings...			
Stiffeners and Spacing.....		<i>none</i>		If Sheathed, material and thickness			
Plating, thickness of		✓		Third Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness.....			
Stringer Plate, breadth and thickness in Wells		52 .36.32	✓	Fourth Deck.			
" " " " in way of Bridge		(.50 at Bridge for end) .32	✓	Stringer Plate, breadth and thickness.....			
" Angle in Wells		3 3 .36	✓	If Plated, state thickness			
Thickness of Plating abreast Deck openings in way of Wells		(3 1/2 x 3 1/2 x .40 at Break) .32	✓	Poop Deck & Bridge D "unmated"			
Thickness of Plating abreast Deck openings in way of Bridge29	✓	Stringer Plate, breadth and thickness		40 .33.30	✓
Thickness of Plating within line of openings...		.28	✓	Plating, Sheathing, material and thickness ...		30 .15.28	not sheathed ✓
If Sheathed, material and thickness		✓		Bridge Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells...		✓		Plating, Sheathing, material and thickness ...		✓	
				Forecastle Deck.			
				Stringer Plate, breadth and thickness.....		54 .30	✓
				Plating, Sheathing, material and thickness30	not sheathed ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	39	.50	.46	.46		Double	3/4	3	3 full length	3/4	2 5/8	Lapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ...	A66 } B66 } C63 }	.40	.36	.36		Double	3/4	3	2	3/4	2 5/8	Lapped
BILGE PLATING, No. of Strakes	D55	.36	.32	.32		D 2A	"	"	"	"	"	"
SIDE PLATING, No. of Strakes	E63	.36	.32	.32	.54 at break	Single	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	F60	.36	.32	.32		"	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Bridge ...	F60	.36	.32	.32		"	"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Wells.....	E63	.36	.32	.32	3 at break	"	"	"	"	"	"	"
STRAKE BELOW Sheer-strake in Bridge ...	E63	.36	.32	.32		"	"	"	"	"	"	"
POOP SIDE PLATING	G 43 H	—	—	.32 .32		"	"	"	"	"	"	"
BRIDGE SIDE PLATING ...	G H	.36 .36	(.42 at break)			"	"	"	"	"	"	"
FORE'TLE SIDE PLATING	—	—	—	.28		"	"	"	Single	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		✓
Extending to Upper Deck (Sec. 3 c)	4	(N° 28 goes to Bridge D)
" Deck next below	✓	
As per Rule	4	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM		7" x 18"		
STERN FRAME { Propeller Post				
{ Rudder		forged steel 6 1/4" x 1 3/4" T.S. Forster & Sons		
Speed of Vessel		10 knots		
RUDDER—Type		ordinary double fluted		
" A x D		83 ✓	T.S. Forster & Sons	
" Diam. of head		4 3/4" x 3 3/4" ✓		
" Mainpiece at top pintle		as per plan ✓		
" " heel		3 1/4" x 2 3/4" ✓		
" how constructed		forged frame with one arm 3/4" thick ✓		
" double or single plate		double .28 ✓		
" coupling, vertical or horizontal		horizontal ✓		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second "					
" " Third "					
" " Holds					
COLLISION (in Hold)					
AFTER PEAK					

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *The Lanarkshire Steel Co. Ltd.*
STEEL. *Apply-Fraserburgh Steel Co. Ltd. - The Steel Company of Scotland - Bormanancy & Co. Ltd. - Corbett & Co. Ltd. - Shrimmingrove Iron Co. Ltd. - Scottish Steel Co. Ltd. (C.H.)*
 Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No. <u>9983.4</u> LETTER <u>C</u>										ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
38409	1st Bower ...	21	2	0	✓	✓	✓	22	0	0	21 1/4 Byers Improved Not stated
38408	2nd " ...	21	1	21	✓	✓	✓	22	0	0	" " " 8/6/38 JHB
38414	3rd " ...	18	0	0	✓	✓	✓	19	0	0	" " " " 30/6/38 "
	Collective weight.	60	3	21	✓	✓	✓	60 1/2	✓	✓	" " " "
51687	Stream	6	0	0	✓	✓	✓	5 5/4	✓	✓	ordinary " " " 8/6/38 L.P.

CHAIN CABLES.												HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 53.		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.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	Lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
57167	210	1 3/8	34	51	202	3	20	20	210	1 3/8	Stud not stated	Bradley Heath L.P.	Bradley Heath 4/6/38	TOWLINE...	90	3	18.6	90	3
														HAWSERS & WARPS	90	2 1/4	10.8	90	2 1/4
														"	90	1 3/4	6.4	90	1 3/4
Iron Stream Chain or Steel Wire	60	3 1/4	Sw.	21.7	-	-	-	-	60	3 1/4	Sw.	-	-	-	-	-	-	-	-

Steering Gear, Type (Power or hand) By Brown Bros. Alternative Means of Steering Power & hand combined.

Steering Chains (Size and Test) (Telemotor) Windlass Laurence Scott & Electromotors Ltd Boats Two @ 20'-0" x 6'-9" x 2'-7 1/2"

Ceiling in Holds, thickness and material 2" Australian Tallow wood Cargo Battens, thickness, material and spacing Fitted vertically 6" x 2" White Pine

Cargo Hatchways.—(Upper Deck) Coaming of plate & built angles 2'-8" high Thickness of Hatches N°1 = 30 6.28 N°2 = 28 6.26

Size of Hatchways No. 1 (Fwd.) 47'-8" x 16' No. 2 27'-6" x 16' No. 3 — No. 4 — No. 5 — No. 6 —

Number of Shifting Beams and/or Fore and Afters none. MacGregor's Patent steel Hatch covers, as per plan.

Builder's Signature

John Ashcroft.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel ✓
(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 (where required to be inserted in the Notation).

This motor vessel is fitted for the carriage of oil as fuel, which is carried in a double bottom tank situated below forward end of Engine Room & after end of forward hold. The oil fuel has a flash point about 150° F. Oil fuel is also carried in a daily service tank (3 compartments) situated at after end of Engine Room on upper deck beams.

This vessel has been built in accordance with the approved plans and in general conformity with the rules. The material & workmanship are good. The shell plating to the stem beams is of mediumish Bulk thickness. The double bottom tanks, the fore & after peak tanks, the oil fuel tanks, the decks & bulkheads have been tested in accordance with the Rules Requirements with satisfactory results.

The water tight door, the hand pumps, the steering engine & gear, and

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 3-12-1938.
Special Survey Fee... £ 92 : 14 : 0 Received by me, 9/12 1938
Travelling Expenses, if any £ Freeboard 8 0 0
I am of opinion the Vessel should be Classed +100A1.
"with Freeboard"

State whether the Vessel has been built under Special Survey yes 10/12
Signature Ernest Edward
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Leith Date of issue 12/12/38
" " Glasgow

Committee's Minute TUE. 6 DEC 1938

Character assigned +100A1

With freeboard

Lloyd's arch.

White & St. breadth

11.38

Oil

2020

Lloyd's Register Foundation

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The welders have been seen in good working order. The steel hatch covers have been tested in place, with hose pressure, and with satisfactory result. This vessel has cruiser stern.

The following plans are forwarded herewith:—
Structural Sections. Profile & Decks & Bulkheads.
Stem post & Rudder. Fore End Framing.
Aft End Framing. Pillars & Girders & Cargo Hatches.
Bossing & Shaft Brackets. Masts & Derrick Parts.
Motor Room Tank Seating. Pumping Plan.
Scantling plan of MacGregor's Patent Steel Hatch covers.
General Arrangement as built. Electro-Hydraulic Steering Gear.
Teller & Crosshead. Also three reports on forgings.

PARTICULARS OF ELECTRIC WELDING (if employed)

The main structure is not electrically welded. The steel hatch covers are electrically welded. Also, some pillar ends, Portable tanks, odd welding at Hatch Examings, mast doublers, Bilge keels, Landing edge of shell plating welded to boning of shaft brackets in addition to riveting, and the plate connections of bossing part welded. The materials & workmanship are good & in accordance with the Rules Requirements.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 12-2-22, S.F.R. 2543. 27-8-37. 2nd „ 12-3-7, S.F.R. 2544. 27-8-37. 3rd „ 11-0-7, W.H. 3287. 25-3-28.
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{combined} Bridge, R.C. 98'68 ft., Bridge, ft., Forecastle 31'9 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Poop & Bridge in one.

Official No. Signal Letters Extreme Breadth over Belting 36'8" Over-all Length 196'3" (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck steel.

Parts of Bottom of Vessel coated with cement or approved composition Cement in Fore & After Peaks - Bituminous solution & enamel in all D.B. Tanks, except oil fuel tank in DB, this bottom plating & floors are coated with Ferretto.

Particulars of composition (if fitted) and of approval The Bituminous solution & enamel, by Bitulac & Co. of Glasgow.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, No 4	29.3	38	Fore peak tank,	17.25	46
Double bottom, under Engines and Boilers, No 3	27.5	54	After peak tank,	16.5	51
Double bottom, if under Engines only, Cofferdam	1.8	4	Deep tank, aft,		
Double bottom, if under Boilers only, oil fuel	18.3	36-32	Deep tank, forward,		
Double bottom, forward, Cofferdam	1.8	4	Other tanks, if fitted,		
Total length (if continuous) and Capacity No 2	42.2	78	(If necessary, furnish further information by sketch.)		
	25.7	38			
	146.9	252			

Order for Special Survey No 1292

Date

17/12/37

Dates of Surveys held while building

1938.— March 14, 28 — April 4, 13, 22, 29 — May 12, 25
June 1, 9, 13, 16, 22 — July 21, 25 — Aug 9, 16, 18, 26.
Sept 1, 5, 7, 14, 21, 24 — Oct 8, 10, 12, 13, 15, 19, 20, 21, 23, 27.
Nov 2, 7, 9, 11, 15, 17, 22, 24, 25, 26, 28.

Total No. of Visits 46