

Rpt. C. 11.

Particulars of Classification *+ 100 A.1*
with freeboard.
(contemplated.)

Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
British - Australian MELBOURNE.	159559	10984.56	1936

Moulded Dimensions: Length 460.0 Breadth 66.0 Depth 36.02 to freeboard and
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17,970. tons
Coefficient of fineness for use with Tables .677. (.68 lowest)

Restricted to
Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_i}{L_i}\right) = \frac{11.84}{4} \times .279 = +.83$

11

" " aft of " = 2.14

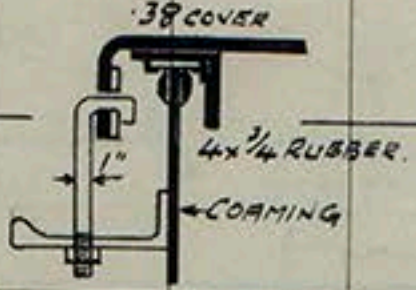
If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Depth Correction	...	...	...	...	...	16.38	-		
Deduction for superstructures	...	...	...	...	...	-	27.54		
Sheer correction	...	...	...	...	...	-	.09		
Round of Beam correction	...	...	...	...	...	.83	-		
Correction for Thickness of Deck amidships	...	...	...	...	...	7.9	2.4		
Other corrections, scantlings, ^{4 to correction} etc	...	...	...	...	...	65.79		28.45	
^{to an approved Summer} draught of 24'-0"	...	...	...	...	...	83.00	27.63		+ 54.55

Tropical Fresh Water Freeboard	11'- 0 ³ / ₄
Fresh Water " " " "	11'- 6 ³ / ₄
Tropical " " " "	11'- 6 ³ / ₄
Winter " " " "	12'- 6 ³ / ₄
Winter North Atlantic " " " "	

21 APR 1936

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		No.1.	No.2.	No.3.	No.5.	No.4.			
		ON FORECASTLE	ON FWD DK.	ON BOAT DK.	ON BRIDGE	ON PROM. DK.			
Dimensions of Hatchway		16'-0" x 12'-0"	23'-6" x 16'-0"	12'-6" x 16'-0"	17'-6" x 16'-0"	25'-0" x 18'-0"			
COAMINGS	Height above Deck		2'-6"			2'-6"			
	Thickness		4 1/4"			4 1/4"			
	Sides		4 1/4"			4 1/4"			
	Stiffeners		7" B.P. all round			7" B.P.			
	Brackets, Stays		6" B.P. max 1/p. 10'-0"			6" B.P.			
HATCH BEAMS	Number					4			
	Spacing					5'-0"			
	Scantling and Sketch						12x6x5 1/2 LBS		
	Bearing Surface					3"			
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths Scantling* and Sketch		38 Steel covers with rubber joints and toggles. Covers permanently hinged & stiffened by channels below running fore & aft. Toggles spaced 2'-6" apart all round, the end toggle being 12" from edge of cover.				None		
	Bearing Surface								
HATCH COVERS	Material		Steel			W.P.			
	Thickness		38'			3"			
	How fitted		Hinged			Fore & aft.			
	Bearing Surface					3"			
Spacing of Cleats						24" Max.			
Number of Tarpaulins			None			2.			

*Are wood fore and afters steel shod at all bearing surfaces? *None.*

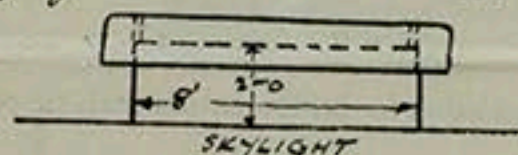
Are battens and wedges efficient and in good condition? *Yes.*

Are tarpaulins in good condition and in accordance with rule requirements? *Yes.*

Are lashings provided in accordance with rule requirements? *Yes.*

*Are wood fore and afters steel shod at all bearing surfaces? none.
 Are battens and wedges efficient and in good condition? yes.
 Are tarpaulins in good condition and in accordance with rule requirements? yes.
 Are lashings provided in accordance with rule requirements? yes.

Particulars of fiddle, funnel and ventilator coamings:— no open gratings on casing tops. Engine room skylight of steel strongly constructed having an open ventilator on top as shown in sketch.



ventilator of steel strongly constructed being about 35'-0" above freeboard deck.

Particulars of Flush Bunker Scuttles:—

— none.

Particulars of Companionways:— no detached exposed companionways. Entrance leading down to crew and steering compartment in after end of bridge port side. (See sketch Page 4.) Opening 5'-4 1/2 x 2'-2" Solid teak door 1 1/2" thick with 15" coaming. Two entrances from fore-castle passages, one to boiler space & the other to seamen's lavatories both on main deck. (See sketch Page 4.) Coamings 24" high. Solid teak doors 1 1/2" thick. Two access to tunnel escape in aft end of bridge. Hinged steel door 4'-3 x 2'-3" clear opening. 24" coaming. Door rubber jointed with 5 toggles spring both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

AWNING DECK (FREEBOARD DK.)		PROMENADE DECK		WOOD PLUGS	
1 off 18" dia 2'-0" high cowls	1 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	FOR ALL COWL	VENTS. CANVAS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	COVERS FOR	ALL VENTS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	INCLUDING	RYFEE VENTS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		
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2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

AWNING DECK (Freeboard Deck)		BRIDGE DECK & FORECASTLE		WOOD PLUGS & CANVAS COVERS FOR ALL NR PIPES	
1 off 18" dia 2'-0" high cowls	1 off 18" dia 2'-0" high cowls	1 off 18" dia 2'-0" high cowls	1 off 18" dia 2'-0" high cowls	FOR ALL COWL	VENTS. CANVAS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	COVERS FOR	ALL VENTS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	INCLUDING	RYFEE VENTS
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		
2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		
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2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls	2 off 18" dia 2'-0" high cowls		
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Particulars of Gangway Cargo and Coaling Ports:—

1. Cast steel cargo port 37-9 Ford. Port & Stbd between main & lower decks 30" x 30" clear opening. Rubber jointed with 2 substantial strongbacks. Hinged horizontally. Bronze hinge pins.
2. Side door to cattle space 60-62 Ford. P45 between awning & main decks. Steel door 60 in halves. Top half hinges vertically & lower half forward. Rubber jointed with 2 strongbacks 4 1/2 x 1 1/2 & 3 toggles.
3. 1st class entrance door 33-6 Ford. P45. Bridge to awning decks 6'-3 x 4'-0 clear opening. Steel door 60 in halves rubber jointed with 2 strongbacks 4 1/2 x 1 1/2.
4. Stores door 14-16 forward. 6'-3 x 3'-6 clear. Awning to main decks. Rubber jointed 2 strongbacks 4 1/2 x 1 1/2.
5. Oil filling station door 1 Ford & 2 aft. P45 awning to main decks. Steel door 60 in halves. Rubber jointed 2 strongbacks 4 1/2 x 1 1/2.
6. Entrance door 24-27 aft. Stbd. 5'-9 x 5'-10 clear. in halves both vertically & horizontally bridge to awning decks. Steel door rubber jointed 2-7 x 3 1/2 channel strongbacks.

ALL DOORS OF SUBSTANTIAL CONSTRUCTION AND SATISFACTORILY HOSE TESTED ON COMPLETION.

Particulars of Scuppers and Sanitary Discharge Pipes :—

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deck except cargo spaces fitted with back balanced storm valves at ships side geared to freeboard deck. Scuppers & Sanitary discharges from spaces above freeboard deck having branches into them from spaces below freeboard deck fitted with back balanced geared storm valves geared to freeboard deck. Scuppers & sanitary discharges (except weather back Scuppers) from spaces above free board deck all fitted with back balanced storm valves of geared type but without any gearing fitted. (marked B & G type) on list on P. 4. Scuppers from weather decks fitted with brass bends at ship's side. Scuppers from cargo spaces on lower & upper decks (i.e. below L.W.L.) drain to bilges. Scuppers from insulated spaces on lower deck led to drain tank in air, motor room with 2 1/2" bridge section. All storm valves of brass. All scuppers & sanitary discharge pipes to & out ship's side about 1'-0" above L.W.L. except oven doors which are about 6'-0" below L.W.L. Ventilating air pipes from Scuppers & sanitary discharges below freeboard deck led to open air above freeboard deck.

Particulars of Side Scuttles:— See page 4 for detailed list of Scuppers & sanitary discharges.

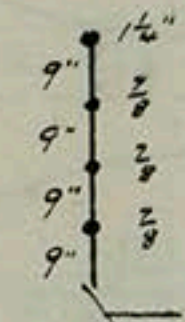
Particulars of Side Scuttles:—

Side scuttles of approved type of substantial construction,
all fitted with deadlights. No underwater lights the
lip of the lowest light being about 8'-6" above load water line.

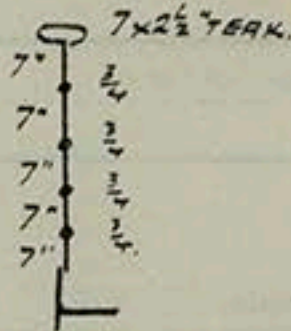
Particulars of Guard Rails :—

See below. ✓

Particulars of Gangways, Lifelines, etc. :—



Forecastle.



Bridges.

Guava rail stations
spaced about 4-6 apart.

no gangways or lifelines.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well <i>aft of Bridge to A.P.</i>	83'-0"	4'-0"	3'-0" x 1'-0"	4	12 ϕ .	<i>8.3</i> 16.6 ϕ .
Forward Well	38'-0"	4'-0"	1 @ 2'-8" x 1'-3" 2 @ 3'-4" x 1'-3"	1 2	3.34 8.12 } 11.46 ϕ .	<i>5.15</i> 10.30 ϕ .

State position of each freeing port { After Well:—
(E. and A. position and height above deck edge) { Forward Well:— } *See page 4.*

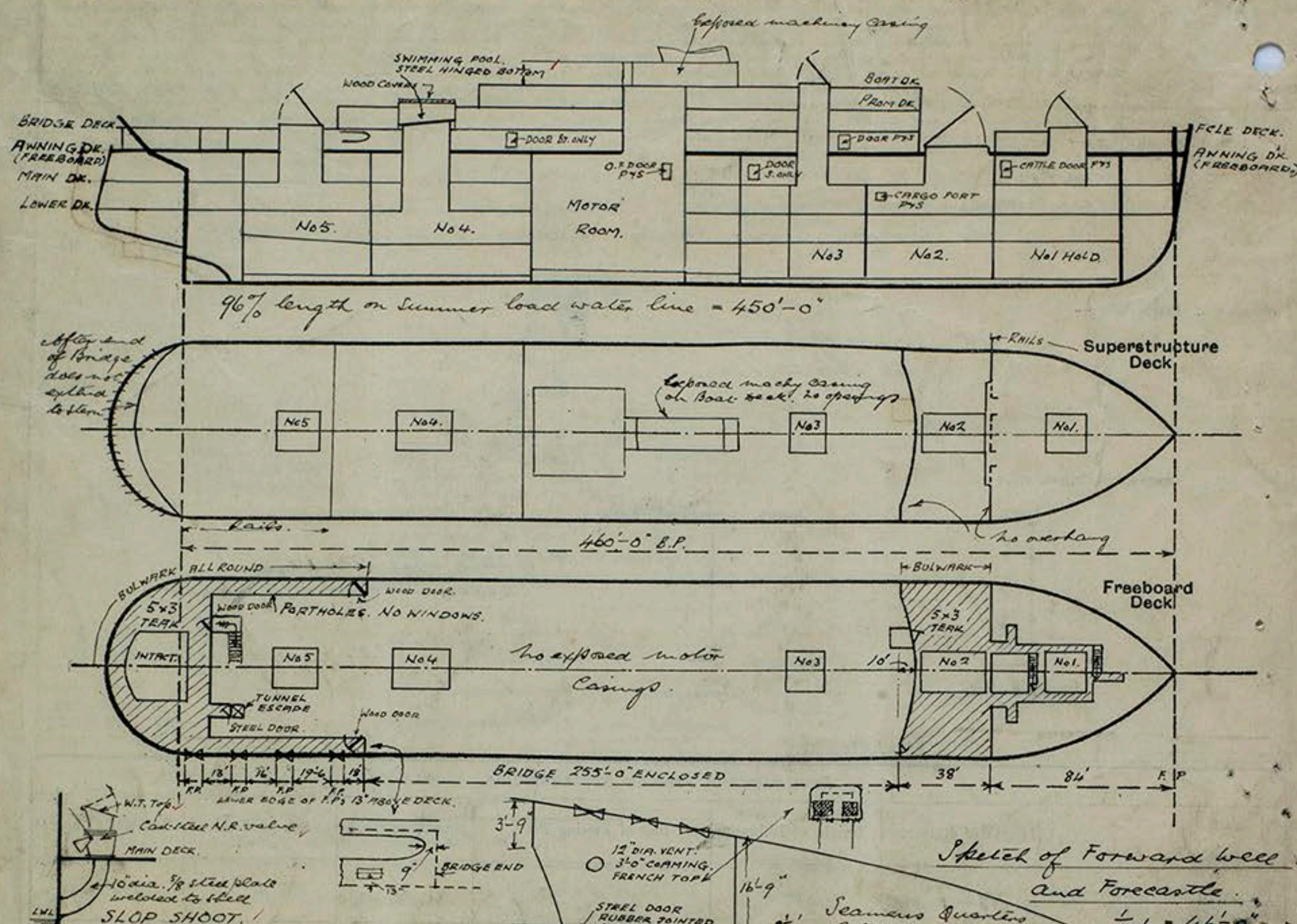
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— *Each port fitted with hinged steel shutter and 1 longitudinal bar.*

Additional area where sheer is less than standard. *after sheer deficient.*

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓							
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead	✓	30	4 x 2½ x .34 L	2'-9" max.	none.	2 @ 5'-6" x 3'-0" 1 @ 5'-4" x 2'-8" 1 @ 4'-3" x 2'-3"	15" 15" 24"	8'-3"
Bridge, Forward Bulkhead	✓	44	10 x 3½ x .68 L	2'-6"	welded to deck top & bottom	1 @ 5'-0" x 2'-6" 1 @ 5'-0" x 1'-8"	20" 15"	8'-3"
Forecastle Bulkhead	✓	30	4 x 2½ x .34 L	2'-9" max.	none.	8'-1" x 3'-6"	24" x 15" None	8'-1"
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Super-structure Decks on Boat back...	15" x 40	30	3 x 2½ x .25 L with 2½ x 16 rivs. in way of funnel support	2'-9"	12" B&B top stiff; carries down.	none.	✓	8'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships ...	✓							

[illegible]

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

FRS.	DIA.	TYPE.	FROM.
14-5A	38"	open Band	Scupper, Bridge
13-4	5"	geared	W.C. main deck
85-6	2"	G-type	Scupper, Bridge
64-5	3"	geared	W.C. main deck
83-4	4"	open Band	Scupper, Bridge
80-1	5"	G-type	W.C. main deck
72-8	4"	open Band	Scupper, Bridge
65-6	5"	geared	W.C. main deck
65-6	3"	"	W.C. main deck
59-60	4"	open Band	Scupper, Bridge
63-4	34"	"	Bridge
49-50	5"	geared	W.C. main deck
49-50	5"	open Band	Scupper, Bridge
48-9	24"	geared	W.C. main deck
40-1	24"	"	"
39-40	34"	open Band	Scupper, Bridge
33-4	5"	G-type	W.C. main deck
30-1	3"	"	W.C. on churning
28-9	24"	"	W.C. on churning
27-8	34"	open Band	Scupper, Bridge
26-5	5"	geared	Scupper, Bridge
15-16	4"	"	Scupper, Bridge
14-15	34"	open Band	Scupper, Bridge
13-14	8"	G-type	W.C. on
5-6	6"	open Band	Scupper, Bridge
2-3	4"	geared	W.C. on churning
18-19	2"	"	W.C. on churning
1-2	4"	"	W.C. on churning
4-5	4"	"	W.C. on churning
11-12	24"	G-type	Scupper, Bridge
11-12	34"	open Band	Scupper, Bridge
12-13	6"	G-type	W.C. on churning
13-14	4"	geared	Scupper, Bridge
21-2	2"	"	W.C. on churning
26-7	34"	open Band	Scupper, Bridge

FRS.	DIA.	TYPE.	FROM.
33-4	2"	G-type	Scupper, Bridge
37-8	3"	"	W.C. on
41-2	4"	"	W.C. on churning
60-1	6"	geared	W.C. on churning
61-2	3"	G-type	Scupper, Bridge
62-3	3"	open Band	Scupper, Bridge
74-80	4"	"	W.C. on churning
79-80	3"	G-type	Scupper, Bridge
84-5	3"	geared	W.C. on churning
89-90	4"	"	W.C. on churning

FRS.	DIA.	TYPE.	FROM.
72-8A	4"	G-type	Scupper, Bridge
85-6	3"	geared	W.C. on churning
78-9	4"	G-type	Scupper, Bridge
78-9	2"	"	W.C. on churning
65-6	34"	geared	W.C. on churning
41-2	24"	"	W.C. on churning
60-1	2"	G-type	Scupper, Bridge
40-1	34"	open Band	Scupper, Bridge
34-5	5"	G-type	W.C. on churning
31-2	4"	"	W.C. on churning
28-9	34"	open Band	Scupper, Bridge

FRS.	DIA.	TYPE.	FROM.
74-5	2"	geared	Scupper, Bridge
23-4	4"	G-type	Scupper, Bridge
21-2	5"	"	W.C. on churning
18-19	2"	geared	Scupper, Bridge
15-16	34"	open Band	Scupper, Bridge
3-4	34"	"	Scupper, Bridge
3-4	3"	geared	Scupper, Bridge
10-11	34"	"	Scupper, Bridge
11-12	34"	open Band	Scupper, Bridge
12-13	4"	geared	W.C. on churning
13-14	6"	G-type	W.C. on churning
21-2	2"	geared	Scupper, Bridge
37-8	24"	G-type	W.C. on churning
63-4	3"	geared	Scupper, Bridge
81-2	3"	"	W.C. on churning
89-90	5"	"	W.C. on churning

Builder's name and yard number Messrs Harland and Wolff Ltd. 955.

Names of sister ships ✓

Owners Mc Ilwraith Mc Lachlan, Melbourne & London.

Fee £ 20.-0-0 Received by me ✓

Scantlings based on a designed Summer load water line of 24'-0" moulded.
 B.O.T. Subdivision draught stated to be 24'-0" moulded.

Fire castle

Passageways

Recesses

43.25 x 9 }
 4.50 x 50 } ÷ 26.25 = 15.26
 2.50 x 2.50 }
 14.50 x 2.50 = .69
 52.50 = 15.89
 16.17

84.00
 16.17 15.89 O.H.
 68.11
 67.83

equivalent