

Awning or Shelter Deck,
or Pl. Awning Deck.

STEEL STEAMER.

No. 1924.

State of Report is also sent on the Machinery of the Vessel Yes.

Port of *Barrow in Furness* Date of completion of Report *23rd Nov 1921* Received at London Office *THU. 24 NOV. 1921*

Survey held at *Barrow in Furness* Date, First Survey *17th Sep 1919* Last Survey *4th Nov 1921*

On the *Moreton Bay* Steamer *Moreton Bay* Rig *Schooner*

CLASS *100 A.1.*

TONNAGE under Tonnage Deck *9270.60* CLASS *100 A.1.* Breadth (greatest moulded) *68.0* Master *✓*

Do. between Tonnage Dk. and 1st Dk. *2612.40* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *43.5* Year of Appointment *(1) As Master in service of owner of present vessel: 191 (2) As Master of this vessel: 191*

Total under Upper Dk. *1883.00* Deduct height of 'tween deck when this does not exceed 8ft. *- 8.0* Built at *Barrow in Furness*

Do. of Poop *905.67* Transverse Number *103.5* When built *1921* Launched *23rd April 1921*

Do. of R. Qr. Dk. *161.15* Length on deck from fore part of stem to after part of sternpost *530* By whom built *Messrs. Vickers Ltd.*

Do. of Bridge House *896.05* Longitudinal Number *54855* Owners *The Right Honourable William Morris Hughes, P.C. M.P. Prime Minister of the Commonwealth of Australia.*

Do. of excess of Hatchways *4.29* Depth "d" at middle of length. See Secs. 2 & 13 *22.83* Managers *Ministers of the Commonwealth of Australia.*

Do. above Crown of Engine Room *13850.16* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *12.18* Residence *Melbourne*

Gross Tonnage *730.90* " " Upper Deck at side to top of keel *14.92* Port belonging to *Brisbane*

Less Crew Spaces *13850.16* Destined Voyage *Australia via London* Surveyed while Building, Afloat, or in Dry Dock *Built under Special Survey*

Less above Crown of Engine Room *4432.05*

Less Navigation Spaces & water ballast *239.78*

Register Tonnage *8347.43*

LENGTH	FT.	INS.	BREADTH	FT.	INS.	DEPTH, ACTUAL	FT.	INS.
On keel as per Rule	530	0	Moulded	68	0	Top of Floors to top of Awning or Shelter Dk. Beams	39	9
Dimensions of Ship per Register,								
Length 530.6 breadth 68.3 depth 31.4								
Upper Deck. Moulded depth, ft. 43 ins. 6 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 6 ins.								

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
5. Bunkers, 4 No. 4 & 5 Holds, 12x3 1/2 x 3 1/2				PILLARS, In 'tween Deck, size and spacing			
ME, Angles, or Bars, amidships, 7x3 1/2 x 3 1/2				Solid 3 1/2 x 5			
b. in peaks B, C, & 9x3 1/2 x 5 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
c. in way of Double Bottoms at Solid Floors, 3 1/2 x 3 1/2				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
" " at intermdt. Bkts. 3 1/2 x 3 1/2				Solid 3 1/2 x 4 1/2			
ing of Frames from centre to centre amidships, 32				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
length to collision bulkhead from 3/4				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
of Frames from centre to centre in peaks, 27				Solid 3 1/2 x 4 1/2			
ERSED FRAME, Angles, 4x4 x 5/8				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Spacing 7 in No. 6 Hold to Tunnel Head, 3 1/2 x 3 1/2				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
in way of Double bottoms at Solid Floors, 3 1/2 x 3 1/2				Solid 3 1/2 x 4 1/2			
" " at intermdt. Bkts. 3 1/2 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
MING, depth of girder, 12 x 9				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
DRS, depth and thickness of Floor Plate, 12 x 9				Solid 3 1/2 x 4 1/2			
at mid line for 3 length amidships, 12 x 9				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
in way of Engine and Boiler spaces, 12 x 9				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
thickness at the ends of vessel, 4.2				Solid 3 1/2 x 4 1/2			
depth at 3/4 the half b'dth. as per Rule, 4.2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
height extended at the Bilges, 5.0				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
DRS, in Cell Double Bottoms, 5.0				Solid 3 1/2 x 4 1/2			
state if flanged (top and bottom), 5.4				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
spacing of Solid, 32 x 27				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
RE GIRDER, in Dbl. bottom, dpth. & thknss, 5.0				Solid 3 1/2 x 4 1/2			
Angles, Top, Double, 3 1/2 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Bottom, D, 5 x 5				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
to Floors, Single, 6 x 6				Solid 3 1/2 x 4 1/2			
Brackets at intermdt. frmg., width & thknss, 3 1/2 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
GIRDERS, number and thickness, 3 1/2 x 3 1/2				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
in way of state if flanged (top & bottom), 3 1/2 x 3 1/2				Solid 3 1/2 x 4 1/2			
Angles, 3 1/2 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
IN PLATE, depth (exclusive of flange) and thickness, 4.3				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Angles to outside plating, 4 x 4				Solid 3 1/2 x 4 1/2			
to floors, 3 1/2 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Brackets at intermdt. frmg., width & thknss, 3 1/2 x 3 1/2				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Height of Brackets above at bilge, 32 x 50				Solid 3 1/2 x 4 1/2			
BOTTOM PLATING, breadth and thickness of Middle Line Strake, 5.0				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
thickness in Engine and Boiler space, 5.8				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Remainder in Holds, 5.0				Solid 3 1/2 x 4 1/2			
Awning or Shlir Dk, Single Angle, 9 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Bull Angle, Plate, Tee Bull or Channel, 32 x 27				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Upper Deck, Single Angle, Bull Angle, Plate, Tee Bull or Channel, 9 x 3 1/2				Solid 3 1/2 x 4 1/2			
Second, Third & Fourth Deck, Single Angle, Bull Angle, Plate, Tee Bull or Channel, 9 x 3 1/2				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Angles on upper edge, 32 x 27				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Third Deck, Angle, Bull Angle, Plate, Tee Bull or Channel, 9 x 3 1/2				Solid 3 1/2 x 4 1/2			
Angles on upper edge, 32 x 27				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Spacing, 32 x 27				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Bridge Deck, Angle, Bull Angle, Plate, Tee Bull or Channel, 8 x 3				Solid 3 1/2 x 4 1/2			
Angles on upper edge, 6 x 3				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Spacing, 32				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
S, Forecastle Deck, Angle, Bull Angle, Plate, Tee Bull or Channel, 9 x 3 1/2				Solid 3 1/2 x 4 1/2			
Angles on upper edge, 27 x 24				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			
Spacing, 27 x 24				Squares 1 1/2 x 4 1/2 - 1 1/2 x 5 1/2			
Boat Deck, angle & Bull angle, 5 x 3				Solid 3 1/2 x 4 1/2			
Spacing, 32				Tubes 9 1/2 x 5 1/2 - 10 1/2 x 5 1/2			

WEB FRAMES. In Fore Body, No. and spacing. WEB FRAMES, In Aft Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c.

EQUIPMENT No. 60905 LETTER it. ANCHORS. Number of Certificate. 14980, 14979, 14981, 14982, 14978. Particulars of Drop Test of Cast Steel Anchors. CHAIN CABLES. Number of Certificate. 13020. HAWSESWAYS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. State size No. 2 Hatch. State size No. 3 Hatch. State size No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. Surveyor's Signature. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). The approved plans. The Secretary's Letters as indicated above & in other respects in compliance with the requirements of the Rules. The material & workmanship are good. The hulls were tested & found to be water tight. The freeboard assigned in the Secretary's Letter dated 19th August 1921, has been duly marked & verified on the vessel's side. Barrow Freeboard Report: No 1911. The double bottom tanks, with the exception of the tank in No. 4 hold, have been fitted for the carriage of oil fuel & have been tested as required by the Rules. The double bottom copper dunnies, the oil fuel storage tanks viz at the fore end of the boiler room, at the sides of the boiler room & at the sides of the funnels, also the settling tanks, were all tested to the tops of the air pipes. The T.V. tanks between the funnels were also tested in accordance with the Rules. The requirements of Section 49 of the Rules were also carried out. Duplicate vessels under construction: Messrs. Vickers No 57th S. Messrs. W. Beardmore & Co's No 616, 17. The amount of Entry Fee. Special Survey Fee. Fees applied for. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

No. 2, 3, 4 & 5 Holds & Tween decks (No C Deck) have been insulated for the carriage of refrigerated cargo, not suspended from the beams.

The vessel sailed from this port for Liverpool for the purpose of dry-docking. A midship section of the vessel (as built) is enclosed for the London Office record together with a pumping plan of the vessel (as built). Copies of all the approved plans are in the London Office. The Freeboard & anchor & cable certificates were issued from this office without the official number being recorded thereon. A Letter from the owners is attached stating that the Society's Surveyors in Australia will be duly advised, after the arrival of the vessel there, when the registration takes place & the official number is assigned. All the Gangway Doors, Cargo Doors & Coaling Port Doors in the vessel's sides were hoisted & found to be satisfactory.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of ^{Boat D^m} Poop 204.0 ft., R.O.D. ft., Bridge 260.0 ft., Forecastle 108.2 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 should appear in the Register Book) 2 D^h (S^h) & Shelter D^m (S^h - W.E) 3rd D^h (S^h) No. 1, 2, 3 Holds.

Official No. ; Signal Letters State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement - Peakes; D.B. Coffin dams. Tunnel Well + D.B. in No. 4 Hold. Remainder = oiled Outside Paint. Bilges: - Cement = Holds, & B = Bitumastic. Settling Tanks & oil Bunkers = oiled.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	138-8	499.4	Fore peak tank,	-	127.5
Double bottom, under Engines and Boilers,	96-0	598.5	After peak tank,	-	142.0
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	223-7	1129.7	Other tanks, if fitted,	24-0	1016.4
	Total capacity of double bottom	2227.6	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 458.3

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

Order for Special Survey No.

Date 23rd Sep^r 1919

No. 573 in builder's yard.

DATES OF SURVEYS held while building

1919:- Sep. 17, 30. Oct. 1, 6, 7, 8, 17, 23, 24, 29, 30. Nov. 3, 4, 7, 10, 12, 24, 26. Dec. 1, 3, 10, 11, 19, 23.
1920:- Jan. 5, 14, 15, 19, 21, 26, 27. Feb. 4, 6, 10, 13, 23, 25, 26. Mar. 2, 3, 4, 9, 10, 18, 23, 25, 26, 30.
Apr. 8, 9, 13, 16, 22, 26, 29. May 4, 13, 18, 20, 25, 27, 28, 29. June 1, 2, 3, 4, 7, 9, 10, 17, 18, 28. July 1, 5, 7, 11.
23, 26, 28. Aug. 10, 11, 13, 16, 18, 25. Sep. 3, 8, 13, 17, 21, 22, 28, 29. Oct. 1, 4, 8, 12, 14, 15, 20, 22, 27, 29. Nov. 5, 10, 12, 17, 19, 20, 23, 24, 29. Dec. 1, 2, 3, 6, 8, 9, 10, 13, 14, 16, 20, 21, 22, 1921:- Jan. 5, 7, 11, 13, 14, 15, 17, 22, 25, 26, 31. Feb. 1, 3, 7, 9, 11, 15, 18, 21, 22, 25, 26, 31. Mar. 2, 4, 7, 9, 10, 11, 15, 16, 17, 24. Apr. 1, 4, 5, 6, 7, 8, 14, 15, 19, 21, 22, 23, 27, 28. May 2, 3, 6, 12, 17, 18, 20, 25, 26, 31. June 3, 7, 9, 24. July 1, 6, 8, 12, 13, 15, 21, 27. Aug. 8, 9, 16, 22, 25, 30. Sep. 1, 2, 3, 6, 8, 12, 13, 14, 15, 30. Oct. 4, 5, 6, 7, 8. Total No. of Visits 246
10, 13, 14, 17, 18, 19, 21, 22, 24, 25, 26, 27, 28. Nov. 1, 2, 3, 4.

Surveyor's Signature Thomas S. Shute.

Lloyd's Register Foundation