

STEEL STEAMER or MOTORSHIP.

17 SEP 1928

Received at London Office.....

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

7/8/28

Port of

Sydney N.S.W.

No. 10462

Survey held at

Sydney

N.S.W.

Date First Survey

20/3/28

Last Survey

31/4/1928

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

S.S.

GOONAMBEET

MACHINERY AFT.

SINGLE SCREW.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

STEAM TRAWLER

State Type of Erections

✓

TONNAGE under Tonnage Deck...

194

CLASS 100 H.P. Steam Trawler

State if with freeboard as condition of Class

No.

Built at Newcastle N.S.W.

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

✓

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

L 117

Breadth (greatest moulded)

B 22

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

D 13.3

Total

194

Gross Tonnage

222

Register Tonnage

78

1st Longitudinal Number (L x D) = 1359

2nd Numeral L x (B + D) = 4153

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

12

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

8.7

Do. Long Bridge to top of keel

✓

Draught Moulded

12.6

Launched 1919 Yard No. 14

Builders Government Dockyard.

Owners Red Funnel & Fishers Ltd.

Managers

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

Residence N.S.W. Wharf. Woolloomooloo Sydney N.S.W.

Port of Registry Sydney N.S.W.

If surveyed while building, afloat, or in dry dock

afloat and on slipway.

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. |
|--|----------------------------|------|-----------|--|--|-----------------|----|------|--|
| | | | | RULE | | | | | RULE |
| FRAMES, Spacing amidships | 21" | | | 21 1/2" | Bracket Floors, Frame | | | | |
| " " from 1/4 length to Collision bulkhead | | | | | " Reversed Frame | | | | |
| " " in peaks | | | | | " Vertical Struts | | | | |
| DE FRAMING. | | | | | Centre Girder, depth and thickness amidships | | | | |
| Frame Amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | 5" | 4" | 3/8" | 4 1/2" x 3" x 40" | " " top Angles | | | | |
| " " Extends up to | UPPER DECK | | | | " " bottom Angles | | | | |
| Reversed Frame Amidships, Angle | ✓ | ✓ | ✓ | | Side Girders, No. each side and thickness | | | | |
| " " Extends up to | ✓ | ✓ | ✓ | | Margin Plate depth (excl. of flange) and thickness | | | | |
| Depth of Framing Girder | 5" | | | 4 1/2" | " " Vertical Angle to Tank side | | | | |
| Frames in Uppermost Continuous 'tween Decks, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | ✓ | ✓ | | Bracket abaft 1/4 len. from stem | | | | |
| " " Second 'tween Decks, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | ✓ | ✓ | | " " Vertical Angle to Tank side | | | | |
| " " Third " " " " | ✓ | ✓ | ✓ | | Bracket forward 1/4 len. from stem | | | | |
| Framing in Peaks, Angle $\frac{1}{4}$ or $\frac{1}{2}$ | 4" | 3" | 3/8" | 4" x 3" x 38" | Gussets, spacing and scantling abaft 1/4 len. from stem | | | | |
| Diameter and Spacing of Rivets through Shell Plating | 3/4" RIVETS. | 3" | | | " " Gussets, spacing and scantling forward 1/4 len. from stem | | | | |
| State if Frame Joggled | YES. | | | | Tank Side Brackets, height above base line at toe of Frame and thickness | | | | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | TWO STRINGER ARRANGEMENTS. | | | | INNER BOTTOM PLATING. | | | | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | ✓ | ✓ | ✓ | | Breadth and thickness of Middle Line Strake | | | | |
| DOUBLE BOTTOM. | | | | | Thickness of remainder in Holds | | | | |
| Floors, Depth and thickness at mid-line in Holds | 16" | 5/8" | 17" x 36" | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? | | | | |
| Height of Brackets at side above base line at toe of frame | 2' 10" | | | | BEAMS. | | | | |
| Middle Line Keelson, on Floors, Angles, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | ✓ | ✓ | | Uppermost Continuous Deck, amidships in Wells, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | 5" | 4" | 1/2" | 5 1/2" x 3" x 38" |
| " " Through Plate or Intercostal Plate | ✓ | ✓ | ✓ | | " " in way of Bridge, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | ✓ | ✓ | |
| " " Foundation Plate on Floors | 12" x 1/2" | | | | Spacing | 42" | | | |
| " " Flat Plate Keel Angles | 3/4" x 1/2" | | | | Second Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | | | |
| Side Keelsons, No. each side | 1 | | | | Spacing | | | | |
| " " thickness of Intercostal Plate | ✓ | | | | Third Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | | | |
| " " Angles | 5" | 5" | 3/8" | 5" x 4" x 40" | Spacing | | | | |
| DOUBLE BOTTOM. | | | | | Fourth Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | | | |
| Solid Floors, thickness and spacing | | | | | Spacing | | | | |
| " " Are Frame and Reversed Frame joggled? | | | | | Poop Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | | | |
| Bracket Floors, breadth and thickness at middle line | | | | | Spacing | | | | |
| " " breadth and thickness at margin plate | | | | | Bridge Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | ✓ | | | |
| | | | | | Spacing | | | | |
| | | | | | Forecastle Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$ | 5" | 4" | 1/2" | |
| | | | | | Spacing | 42" | | | |

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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.)

This vessel is one of four steam trawlers, "Esonambi," "Gourangai," "Durcenbee" and "Diblin," built by the Government Dockyard, Newcastle N.S.W. in 1917 and 1919, under Government Inspection, of listed materials. All vessels have been, and still are, actively employed fishing on the Australian Coast during the last 9 to 11 years. The scantlings have been compared with the plans now submitted by the Dockyard and found in order. No alterations have been made on this vessel since built after careful survey no weakness of any kind could be seen. The vessel has been well preserved and looked after internally and externally except for the parts noted in Sydney N.S.W. Classing Report N° attached, these parts have now been brought up to original. The riveting of the vessel was examined during repairs to shell plating and found in accordance with our rules, with swelled necks, and countersinks extending through the whole thickness of the shell plating. It will be noted that the sheer strake is .375 inches against .46 inches as required by the Rules for Steel Trawlers, compensated by a 3 inch by 2 inch solid cope riveted for $\frac{3}{4}$ length on sheer strake, the frame spacing in vessel is 21 inches against $21\frac{1}{2}$ inches by Rule, the upper Deck stringer plate is also broader and thicker than required and deck beams are also heavier than called for in the Rules. See enclosed letter respecting steel plates and sections used in the construction of vessel which were listed by N.S.W. Government Inspectors, and intended to be used in the construction of a Floating Deck which was cancelled. The materials used and workmanship in this vessel appear to be good in all respects.

List of Plans now forwarded:— General Arrangement, Midship Section.
Frame Expansion, Water Tight Bulkheads, Stem, keel, stern frame and rudder.
Upper Deck, Arrangement of Pillars, Deep Tank, Pumping Arrangement.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 68 ft., Bridge ☒ ft., Forecastle 21 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ONE DECK

Official No. 151,982 ; Signal Letters

If bottom of Vessel has been coated Inside give

particulars of composition CEMENT & PAINT. BITUMASTIC UNDER INSULATION.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity Tons. |
|---|-------------------|--------------------------|--|-------------------------------------|-------------------------------------|
| Double bottom, aft, | | | Fore peak tank, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Double bottom, under Engines and Boilers, | | | After peak tank, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Double bottom, if under Engines only, | | | Deep tank, aft amidships | 8.75 | 12 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Double bottom, forward, | | | Other tanks, if fitted, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Total capacity of double bottom | | | (If necessary, furnish further information by sketch.) | | |

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

Order for Special Survey No. ☒

H.

Date 20. 12. 27

Dates of Surveys held while building

23/3/28. 26/3/28. 27/3/28. 28/3/28. 29/3/28. 30/3/28. 4/4/28. 6/4/28.
23/7/28. 26/7/28. 31/7/28