

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, or Yacht

having 2 Dks (Stl) &amp; 3rd Dk (Stl) on No. 1 Hold. Flaming dk. (Stl) - pt. tank s.)

Bridge &amp; Forecastle on Flaming dk.

(Type of Superstructures.)

Port of Survey **SYDNEY N.S.W.**Date of Survey **14<sup>th</sup> & 24<sup>th</sup> August 1935.**Name of Surveyor **R. J. McEwen**Particulars of Classification **100A1**

Flaming dk. with freeboard

S.S. Syd No 3-6, 24

S.S. Syd No 2-31

Ship's Name

Nationality and Port of Official Number

Gross Tonnage

Date of Build

**"KATOOMBA"**British  
Melbourne

132443

9424

1913-7.

Moulded Dimensions: Length **449.7'** Breadth **60.0'** Depth **28.9'** Main dk. **37.9'** Flaming dk.Moulded displacement at moulded draught = 85 per cent. of moulded depth **17360** tonsCoefficient of fineness for use with Tables **702**

## Depth for Freeboard (D)

## Depth correction

## Round of Beam correction

Moulded depth ... **37.75'**Stringer plate (**50"**) ... **0.04'**

Sheathing on exposed deck

 $T \left( \frac{L-S}{L} \right) = .21 \times 4251 = .09'$ Depth for Freeboard (D) = **37.85'**

(a) Where D is greater than Table depth

(D - Table depth) R =

**(37.88 - 29.98) \times 3 = + 23.70**

(b) Where D is less than Table depth (if allowed)

(Table depth - D) R =

If restricted by superstructures

Moulded Breadth (B) **60.0'**Standard Round of Beam =  $\frac{B \times 12}{50} = 14.4"$ Ship's Round of Beam = **4.0"**Difference **10.4"**

Restricted to

Correction =  $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{10.4^2}{4} \times \frac{5765}{4} = +1.50$ 

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	✓				
" overhang ...	✓				
R.Q.D. enclosed ...	✓				
" overhang ...	✓				
Bridge enclosed ...	<b>856.7'</b>	<b>131.42'</b>	<b>8.3'</b>	✓	<b>131.42'</b>
" overhang aft ...	<b>175.25'</b>				
" overhang forward ...					
Forecastle enclosed ...	<b>83.36'</b>	<b>59.46'</b>	<b>8.3'</b>	✓	<b>59.46'</b>
" overhang ...	✓				
Trunk aft ...	✓				
" forward ...	✓				
Tonnage opening aft ...	✓				
" forward ...	✓				
Total ...	<b>258.55'</b>	<b>190.88'</b>			<b>190.88'</b>

Standard Height of Superstructure **7.5'**

" " R.Q.D. ✓

Deduction for complete superstructure **42"**Percentage covered  $\frac{S}{L} = 57.49$  ✓" "  $\frac{S_1}{L} = 42.45$  ✓" "  $\frac{E}{L} = 42.45$  ✓

Percentage from Table, Line A. ✓

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. **29.58** ✓

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = **42 \times 29.58 = -12.42**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>54.97</b>	1		<b>54.97</b>	<b>28</b>	<b>28.0</b>	1		<b>28.0</b>
$\frac{1}{2}$ L from A.P. ...	<b>24.46</b>	4		<b>97.84</b>	<b>4.5</b>	<b>4.5</b>	4		<b>18.0</b>
$\frac{3}{4}$ L " ...	<b>6.05</b>	2		<b>12.10</b>	<b>-3.5</b>	<b>-3.5</b>	2		<b>-7.0</b>
Amidships ...		4			<b>0</b>	<b>0</b>	4		
$\frac{3}{4}$ L from F.P. ...	<b>12.09</b>	2		<b>24.18</b>	<b>14.5</b>	<b>14.5</b>	2		<b>29.0</b>
$\frac{1}{2}$ L " ...	<b>48.92</b>	4		<b>195.68</b>	<b>42</b>	<b>42.0</b>	4		<b>168.0</b>
F.P. ...	<b>109.94</b>	1		<b>109.94</b>	<b>93</b>	<b>93.0</b>	1		<b>93.0</b>
Total ...	<b>494.77</b>			<b>494.71</b>					<b>329.0</b>

Mean actual sheer aft = **Deficient**Mean standard sheer aft = **Deficient**Mean actual sheer forward = **Deficient**Mean standard sheer forward = **Deficient**Length of enclosed superstructure forward of amidships = } **Sheer Deficient**

" " aft of " = }

**Sheer forward****Standard****Actual****12.09 3 36.27 14.5 3 43.5****48.92 3 146.76 42.0 3 126.0****109.94 1 109.94 93.0 1 93.0****292.97 262.5 292.97 = 89.6**If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **37.96'**Summer freeboard = **11.25'**Moulded draught (d) = **26.71'**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches =

## Addition for Winter North Atlantic Freeboard (if required =

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 14037$ 

Tons per inch immersion at summer load water line

 $T = 55.5$ Deduction =  $\frac{\Delta}{40T}$  inches= **6.22** $\frac{1}{4} = 6\frac{1}{2}$ 

- as before

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{702 + 68}{1.36} = \frac{1.382}{1.36} =$ **88.43**Depth Correction ... **23.70**Deduction for superstructures ... **12.42**Sheer correction ... **4.26**Round of Beam correction ... **1.50**Correction for Thickness of Deck amidships ... **.96**Other corrections, scantlings, etc. **28.57**

Deduction for lowest superstructure

**58.99****12.42****+ 46.57**Summer Freeboard = **135.00**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Steel, Deck** :-

Tropical Fresh Water Line above Centre of Disc ...	<b>6 1/2</b>
Fresh Water Line " " ...	<b>6 1/2</b>
Tropical Line " " ...	<b>Nil</b>
Winter Line below " " ...	<b>Nil</b>
Winter North Atlantic Line " " ...	<b>Nil</b>

Tropical Fresh Water Freeboard ...	<b>11'-3"</b>
Fresh Water " " ...	<b>10'-8 1/2"</b>
Tropical " " ...	<b>10'-8 1/2"</b>
Winter " " ...	<b>11'-3"</b>
Winter North Atlantic " " ...	<b>11'-3"</b>

15 OCT 1935

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MARKING

MARKING

1 FEB 1937

Lloyd's Register

Foundation

RECEIVED



\*Are wood fore and afters steel shod at all bearing surfaces ? ✓  
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 ✓

Fiddley - strong steel casing 8'-6" above Navigating Deck, fiddley gratings on top (no storm covers).  
Steel casing extends full height of funnel, efficiently connected.  
Engine room skylights - strong steel casing with hinged steel covers.  
Strong steel vents to Eng & Blr Rooms - attached to & extending through casing top.

On Bridge deck - Three port & three starb<sup>d</sup> - strong C.I. frames & lids with bayonet fastenings,  
24" dia - flush with top of wood deck, (to main & tween dk bunkers).  
On Flaming dk aft, to galley bunker, one 18" dia. strong C.I. frame & lid with bayonet fastening.

On fore well deck, attached to forecabin bulkhead, steel casing 6'3" high & 9'6" x 2'6", riveted to deck framed & stiffened, 1/4" hinged lead door, 52" x 21", operated from both sides, 17" sill. 22" Ventilator on top extends above forecabin deck & is supported to it.

Within forecastle - steel casing with  $1\frac{1}{2}$ " wood door,  $67 \times 27$ ", operated from both sides, 12" sill.  
 Within bridge erection - opening to starboard alleyway -  $1\frac{1}{4}$ " &  $1\frac{1}{2}$ " wood doors,  $66 \times 39$  &  $66 \times 24$ ", operated from both sides,  $11 \frac{1}{4}$  &  $1\frac{1}{4}$ " sills.  
 Deck house aft - (p.d.s.) - 2" wood (teak) doors,  $66 \times 26\frac{1}{2}$ " operated from both sides,  $13\frac{1}{2}$ " sills.  
                                 on starboard side aft -  $1\frac{1}{4}$ " teak door,  $67 \times 22$ "; operated from both sides, 13" sill.

On forecastle - 17 Vents from 9" dia to 18" dia, coamings 32" to 34". (One 9" dia with 18" coaming & one 10" dia, 42" coaming to crew space & cattle dk respectively)  
On fore & well dk - 4 Vents 18" dia, 10ft coamings, efficiently supported to bridge & forecastle  
On casing dk abt fridge - 3 Vents 6" to 8" dia, 30" coamings, 2 swan-neck vents 6' 4", 15" high, 3 C.I. Vents 6' x 8", 24" high, with hood cowls.  
On bridge dk - 16 Vents, 6" to 18" dia, coamings 20" to 26" high, one 6" Vent with 15" coaming.  
In ventilator coamings are efficiently constructed & riveted to deck, except two on forecastle & one of which opens to space below foreboiler (deck) 10" dia, flattened through wood dk by 6"-10" Wooden plugs & canvas covers supplied for all ventilator coamings.

On forecastle dk -	2,	W.L. fittings, "Swan-neck" type, 2" dia, 40" to opening, (in water way close to guard rails.)
On awning dk (fore well) -	4,	" " " " " " " 28" " " " " " clipped to bulwarks.
" " (Starb' bridge) -	2,	" " " " " " " 36" " " " " " "
" " (Starb' alleyway) -	7,	" " " " " " " 36" " " " " " "
On bridge deck -	18,	" " " " " " " 36" " " " " " "

All air pipes supplied with canvas covers.

BELOW AWNING DECK - To No 1 tween dks (p.s) openings 6'-4"x2'-10", 9" above main deck, framed with 4 1/2"x4 1/2"x65" angles, hinged steel doors in 2 sections (upper & lower), stiffened, jointed & secured by 2 horizontal strongbacks (3 1/4"x1 1/2") & 4 - 1 1/8" dia bolts.  
To No 3 tween dks (starb. side only) - opening 6'-4"x3'-6 1/2", 6" above main deck, framed with 4 1/2"x4 1/2"x65" angles, hinged steel door, stiffened & secured by 2 horizontal strongbacks, 4"x1 1/4", with 4 - 1 1/8" dia bolts.  
Coaling ports to bunkers, six each side, framed openings 42"x42", Hinged steel doors, stiffened, jointed & secured by 16 - 3/4" dia tap bolts

BELOW MAIN DECK - 3 Cargo ports to No 1, 2 & 3 lower tween decks (port & starb.) - framed openings 31"x31", lower edge of opening 4" below main deck, fitted with hinged, steel, ribbed doors (cast steel) 1 1/8" thick, jointed & secured by 2 vertical hinged cast steel strongbacks 5"x5 1/2" (I section) & 2 - 1 1/8" dia bolts.

RR scuppers & sanitary discharges from forecabin are fitted with G.M. storm valves on ship's side (see also page 35) & accommodation spaces below awning & main deck (ble positions) In Nos 1 & 2 tween decks, below main deck, port & starboard, 3½" ejectors, <sup>each</sup> are fitted (from cattle dk drain sump) with steel valve on ship's side & one on pipe line - all positively operated from below main deck. ✓

Forecastle - 13 port & starb<sup>d</sup>, 11 dia. Bridge - 43 port & 30 starb<sup>d</sup>, 17" dia. Bridge front 6 - 16" dia.,  
accommodation spaces below awning deck - 83 port & starb<sup>d</sup> 11, 13½ - 17" dia - fitted with hinged & removable deadlights.  
Acc spaces below main decks - 17 forward (p&s) & 12 aft (p&s) 11" dia, operated with special Key spanner & fitted  
with hinged deadlights. Lower edge of lowest side light is 10'-9" below the top of 2" life rails on  
freeboard deck amidships. (All sidelights are of G.M. or bronze substantially constructed.)

On fore-castle - 5 bar rails 44" high.  
On awning deck, fore well - steel bulwarks 54" high, bracketed to deck & hinged in way of No 2 hatch.  
" " abaft bridge - steel bulwarks with teak rail, 46" high.  
On bridge deck - steel bulwarks with teak rail 44" high, at front & sides in way of bridge erections  
5 bar rails (teak rail on top) 44" high abaft bridge erections.

*Fittings for temporary life lines when required.*

Forward well:- Bridge } 3' 2" → [ ] ← 21'-10" → Focuss

After deck. port side (counter stern) } 39'-6" → [ ] ← 30'-11" → [ ] ← 21'-9" → Bridge.

Starb<sup>d</sup> side } 39'-6" → [ ] ← 30'-11" → [ ] ← 22'-3" → [ ] ← 19'-10" → [ ] ← 23'-6" → [ ] ← 6'-10" → Starb<sup>d</sup> alleyway

	Particulars of Superstructures, Trunks, Casings, Deckhouses.							
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height Casings
Poop Bulkhead ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Raised Quarter Deck Bulkhead ...	✓	✓	✓	✓	✓	✓	✓	✓
Bridge, After Bulkhead ... ..	.34"	.30"	{ $4 \times 2\frac{1}{2} \times .34$ fore & aft steel partitions }	$27'' \frac{1}{2}$ 34"	✓	{ sharp side open passage p.s. $66' \times 26'$	13"	8'-3"
Bridge, Forward Bulkhead ... ..	.40"	.40"	{ $8 \times 3\frac{1}{2} \times .40$ }	29"	{ extended bags on top brackets at bottom }	$62' \times 42'$	18"	8'-3"
Forecastle Bulkhead ... ..	.32"	.32"	{ $4 \times 2\frac{1}{2} \times .34$ } $2\frac{1}{2} \times 2\frac{1}{2} \times .34$ }	35"	✓	open passages part after part	✓	8'-3"
Trunk, Aft ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Super- structure Decks ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..	.38"	.26 "	$3 \times 2\frac{1}{2} \times .38$ }	31	Brackets at top ✓	$64' \times 27'$ $66 \times 30$	13"	8'-3"
Deckhouses on Flush Deck Ships ...	✓	✓	✓	✓	✓	✓	✓	✓

Poop Bulkhead ... ..	✓	
Raised Quarter Deck Bulkhead ...	✓	
Bridge, After Bulkhead <i>Open</i> ...	} <i>Hinged teak door 2" thick port side to acc spaces operated from both sides Starb<sup>d</sup> side - open alleyway to bridge front.</i>	
Bridge, Forward Bulkhead ... ..		
Forecastle Bulkhead ... ..	} <i>38" hinged steel door, in two sections (upper &amp; lower) secured by draw-bolt, operated from inside only; open passages port &amp; starb<sup>d</sup>, with 30" steel &amp; 1½" wood doors to acc spaces etc.</i>	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...		
Exposed Machinery Casings on Super-structure Decks ... ..	✓	
Machinery Casings within Superstructures not fitted with Class Closing Appliances <i>opening to alleyway</i>	✓	
Deckhouses on Flush Deck Ships ...	✓	



PARTICULARS OF PROCEEDINGS TO OPENINGS, ETC.

		HATCHWAYS ON FREEBOARD		SUPERSTRUCTURE DECKS	
		Forecastle deck	Turning deck	Navigation Deck	Bridge Deck
Description of Hatchway		No.1.	No.2.	No.3.	No.4.
Dimensions of Hatchway		12'8½" x 12'6"	20'4" x 16'0"	10'½" x 12'0"	15'3" x 12'0"
COAMINGS	Height above Deck	30	30	42	30
	Thickness Sides	.38	.44	.36	.38
	Ends	.34	.40	.36	.36
	Stiffeners	✓	✓	✓	✓
	Brackets, Stays	✓	✓	✓	✓
		Trunked to Main dck.		Trunked to Main dck.	
HATCH BEAMS	Number	Two	Four	One	Three
	Spacing	4'-2"	4'-0"	5'-0"	3'-9"
	Scantling and Sketch	1 Web - .40" thick 20" x 18" deep, 36" at ends 3 x 3 x .40 Angles Top of bottom & 1 I-Beam 10' x 5' x .5"	2 Webs - .40" thick 22" x 20" deep, 36" at ends 3 x 3 x .40 Angles Top of bottom & 2 I Beams 12' x 5' x .5"	I Beam 10' x 5' x .5"	1 Web - .40" thick 20" x 18" deep, 36" at ends 3 x 3 x .40 Angles Top of bottom & 2 I Beams 10' x 5' x .5"
	Bearing Surface	3"	3"	3"	3"
		✓	✓	✓	✓
FORE AND AFTERS	Number	✓	✓	✓	✓
	Spacing	✓	✓	✓	✓
	Unsupported Lengths	✓	✓	✓	✓
	Scantling* and Sketch	✓	✓	✓	✓
	Bearing Surface	✓	✓	✓	✓
HATCH COVERS	Material	Pine	Pine - Solid & Gratings	Oregon Pine	Oregon Pine
	Thickness	3"	3"	3"	3"
	How fitted	fore & aft	fore & aft	fore & aft	fore & aft
	Bearing Surface	3"	3"	3"	3"
Spacing of Cleats		24"	24"	27"	21"
Number of Tarpaulins		2	2	2	2

\*Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?

Are tarpaulins in good condition and in accordance with rule requirements?

Are lashings provided in accordance with rule requirements?

Particulars of fiddley, funnel and ventilator coamings:—

Fiddleley - Strong steel casing 8'-6" above Navigating Deck, fiddleley gratings on top (no storm covers).  
Steel casing extends full height of funnel, efficiently connected.  
Engins room Skylights - Strong steel casing with hinged steel covers.  
Strong steel Vents to Eng & Blr Rooms - attached to & extending through casing top.

Particulars of Flush Bunker Scuttles:—

On Bridge Deck - Three port & three Starb<sup>d</sup> - Strong C.I. frames & lids with bayonet fastenings,  
24" dia - flush with top of wood deck, (to main & tween dk bunkers).  
On flwing dk aft, to galley bunker, one 18" dia. strong C.I. frame & lid with bayonet fastening.

Particulars of Companionways :—

On fore well deck, attached to forecastle bulkhead, steel casing 6'3" high & 9'6" x 2'6", riveted to deck, framed & stiffened, 1/4" hinged lead door, 52" x 21", operated from both sides, 17" sill. 22" ventilator on top extends above forecastle deck & is supported to it.

Within forecastle - steel casing with 1 1/2" wood door, 67" x 27", operated from both sides, 12" sill.

Within bridge erection - opening to starboard alleyway - 1 3/4" & 1 1/2" wood doors, 66" x 39" & 66" x 24", operated from both sides, 11" & 14" sills.

Deck house aft - (p & s) - 2" wood (Oak) doors, 66" x 26", operated from both sides, 13" sills.

on starboard side aft - 1/4" lead door, 67" x 22", operated from both sides, 13" sill.

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

On forecastie - 17 Vents from 9" dia to 18" dia, coamings 32" to 34". (One 9" dia with 18" coaming & one 10" dia, 42" coaming to new space & cattle dk respectively)  
On fore & well dk - 4 Vents 18" dia, 10" coamings, efficiently supported to bridge & forecastie  
On awning dk abt fridge - 3 Vents 6" to 8" dia, 30" coamings, 2 swan-neck vents 6" x 4, 15" high, 3 A.I. Vents 6" x 8, 24" high, with hood cowls.  
On bridge dk - 16 Vents, 6" to 18" dia, coamings 20" to 26" high, one 6" vent with 12" coaming.  
In ventilator coamings are efficiently constructed & riveted to deck, except two on forecastie dk (one of which opens to space below foreboard & deck) 10" dia, fastened through wood dk by 6" x 6" wooden plugs & canvas covers supplied for all ventilator coamings.

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

On forecastle dk -	2, W.L. fittings, "swan-neck" type, 2" dia, 40" to opening, (in water way close to guard rails.)
On awning dk (fore well) -	4, " " " " " " " 28" " " " " clipped to bulwark.)
" " (aft bridge) -	2, " " " " " " " 36" " " " " "
" " (Starb alleyway) -	7, " " " " " " " 36" " " " " "
On bridge deck -	18, " " " " " " " 36" " " " " "

All air pipes supplied with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:— (for positions - see sketch page 4)

BELOW AWNING DECK - To No 1 tween dks (p'ds) openings 6'-4"x2'-0", q' above main deck, framed with 4x4x1/2" angles, hinged steel doors, stiffened in 2 sections (upper & lower), stiffened, joined & secured by 2 horizontal strongbacks (3/4"x1/2") & 4-1/2" dia bolts.  
To No 3 tween dks (starb'd side only) - Opening 6'-4"x8'-6", 6' above main deck, framed with 4x4x1/2"x45" angles, hinged steel door, stiffened, joined & secured by 2 horizontal strongbacks, 4"x1/2", with 4-1 1/2" dia bolts.  
Coaling ports to bunkers, six each side, framed openings 42"x42", Hinged steel doors, stiffened, joined & secured by 16 - 3/4" dia tap bolts.

BELOW MAIN DECK -  
3 Cargo ports to No 1, 2 & 3 lower tween decks (port & starb'd) - framed openings 31"x31", lower edge of opening 4" below main deck, fitted with hinged, steel, ribbed doors (cast steel) 1 1/2" thick, joined & secured by 2 vertical hinged cast steel strongbacks 5"x5 1/2" (I section) & 2-1 1/2" dia bolts.

## Particulars of Scuppers and Sanitary Discharge Pipes

(4) 3  $\frac{1}{2}$ " ejectors <sup>each</sup> are fitted (from cattle dk drain sump) with operated from below main deck. ✓

## Particulars of Side Scuttles:

Forecastle - 13 port & starb, 11 dia. Bridge - 43 port & 30 starb, 17" dia. Bridge front 6 - 16" dia.,  
accommodation spaces below awning deck - 83 port & starb, 11, 13½, 17" dia - fitted with hinged & removable deadlights.  
Acc spaces below main deck - 17 forward (p/s) & 12 aft (p/s) 11" dia, operated with special key spanner & fitted  
with hinged deadlights. Lower edge of lowest side light of 10'-9" below the top of 2" titi rail on  
freeboard deck amidships. (All sidelights are of G.M or bronze substantially constructed.)

### Particulars of Guard Rails :—

On forecastle - 5 bar rails 44" high.  
On awning deck, fore well - steel bulwarks 54" high, braced to deck & hinged in way of No 2 hatch.  
" " abaft bridge - steel bulwarks with teak rail, 46" high.  
On bridge deck - steel bulwarks with teak rail 44" high, at front & sides in way of bridge erections  
5 bar rails (teak rail on top) 44" high abaft bridge erections.

## Particulars of Gangways, Lifelines, etc. :—

*Fittings for Temporary life lines when required.*

Freeing arrangements :-

Forward well:- Bridge  $\frac{1}{2}$  3' 2"  $\rightarrow$   $\square$  21' 10"  $\rightarrow$   $\frac{1}{2}$  Focus

After deck. port side (Counter Stern)  $\leftarrow$  39' 6"  $\rightarrow$   $\square$  30' 11"  $\rightarrow$   $\square$

Starboard side  $\leftarrow$  39' 6"  $\rightarrow$   $\square$  30' 11"  $\rightarrow$   $\square$

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 <sup>port</sup> <del>deck</del> ...	98'-2"	46"	36" x 12"	2	6 ft	9.8 19.6 ft
Starboard ...	184'-8"			6	18 ft	28.5 27.0 ft
Forward Well ...	28'-0"	54"	36" x 12"	1	3 ft	4.65 9.3 ft
<p>State position of each freeing port ... } After <sup>Deck</sup> Well:— (as above) - 12" above deck edge</p> <p>(F. and A. position and height above deck edge) } Forward Well:— 18" " " "</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— <i>Ringed Steel Shutters.</i></p> <p>Additional area where sheer is less than standard.</p>						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height Casings
Poop Bulkhead ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Raised Quarter Deck Bulkhead ...	✓	✓	✓	✓	✓	✓	✓	✓
Bridge, After Bulkhead ... ..	34"	30"	$4 \times 24 \times 34$ fore & aft steel partitions	27" to 34"	✓	Starboard side open passage p.s. 66" x 26"	13"	8'-3"
Bridge, Forward Bulkhead ... ..	40"	40"	$8 \times 3\frac{1}{2} \times 40$	29"	Extended legs on top Brackets at bottom	62" x 42"	18"	8'-3"
Forecastle Bulkhead ... ..	32"	32"	$4 \times 24 \times 34$ $2\frac{1}{2} \times 2\frac{1}{2} \times 34$	35"	✓	Open passages port & starboard	✓	8'-3"
Trunk, Aft ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Super-structure Decks ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	38"	26"	$3 \times 2\frac{1}{2} \times 38$	31"	Brackets at top	64" x 27" 66 x 30	13"	8'-3"
Deckhouses on Flush Deck Ships ...	✓	✓	✓	✓	✓	✓	✓	✓

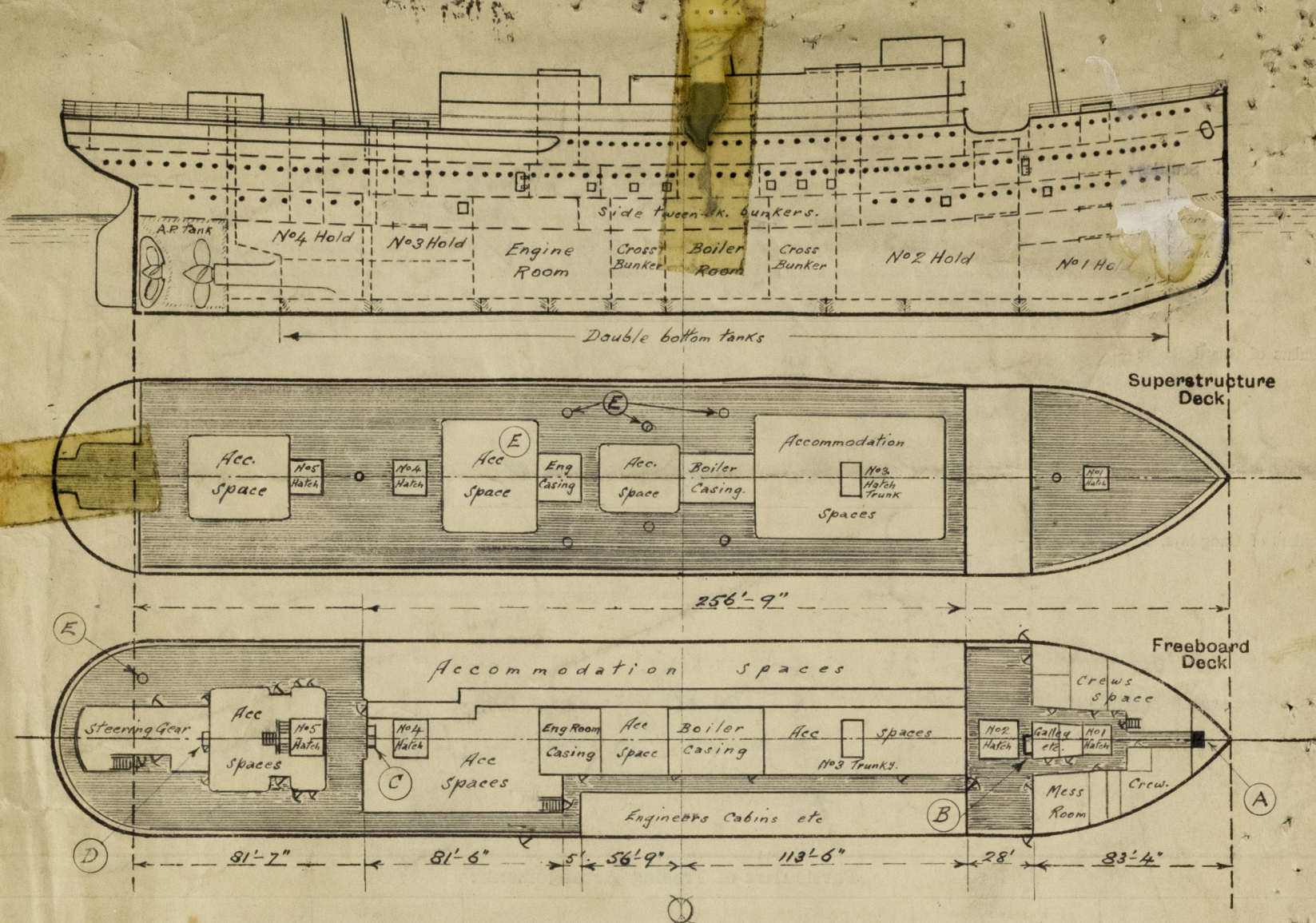
## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	✓	
Raised Quarter Deck Bulkhead ...	✓	
Bridge, After Bulkhead <i>Open</i> ...	} <i>Hinged tank door 2" thick port side to acc spaces operated from both sides starb<sup>d</sup> side - open alleyway to bridge front!</i>	
Bridge, Forward Bulkhead ...		
Forecastle Bulkhead ...	} <i>38" hinged steel door, in two sections (upper &amp; lower) secured by draw-bolt, operated from inside only; open passages port &amp; starb<sup>d</sup>, with 30" steel &amp; 1½" wood doors to acc spaces etc.</i>	
Exposed Machinery Casings on Fore- board or Raised Quarter Decks ...		
Exposed Machinery Casings on Super- structure Decks ...	✓	
Machinery Casings within Superstruc- tures not fitted with Class 1 Closing Appliances <i>opening</i> ...	✓	
Deckhouses on Flush Deck Ships ...	✓	

*Eng. room - 1½" hinged wood door operated from both sides. door in 2 sections (upper & lower)  
Oil room - 2 hinged steel doors 26" thick, operated from both sides.*



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the vessel, to be shown on the following sketches:—



Long Bridge & Forecastle dks sheathed  $2\frac{1}{2}$ " teak. Exposed fluming Deck sheathed 3" teak.  
Fluming deck amidships (at sides) sheathed 2" Lito sile.

State any special features in the construction of the ship:— None.

*Full screw Passenger & Cargo Vessel, usually employed on the Australian Coast.*  
Vessel surveyed afloat, no part of the Special Survey carried out at this time.

References:—

- (A) Hatch to fore peak spaces, on awning deck,  $3'0'' \times 3'0''$ ,  $1\frac{1}{2}$ " coaming,  $2\frac{1}{2}$ " wood cover,  $2\frac{1}{2}$ " bearing surface, Companionway to lower decks - see page 2.
- (B) Two steel trunkways to shaft tunnels,  $29'' \times 30''$ , hinged steel doors on awning deck,  $5'9'' \times 2'0''$ , operated from both sides, Sills  $1\frac{1}{2}$ ".
- (C) Shaft tunnel escape, in deck house aft,  $35'' \times 27''$ , opening in steering gear comp't,  $7\frac{1}{2}' \times 18'$ , with hinged steel door, operated both sides, Sill  $1\frac{1}{2}$ ".
- (D) Flush bunker scuttles - see page 2.

From Displacement Scale:—

14500 tons	=	$27'-7\frac{1}{2}"$
14065 "	=	$26'-11\frac{1}{2}"$ (load draft)
13500 "	=	$21'-1"$
7290 "	=	$15'-4\frac{1}{2}"$ (light draft)

Tons per inch immersion:—  
52 tons at 22 ft.  
55½ " when fully loaded.

Max. Depth 37'-9"  
8 things  
hitch  
37'-11½"  
Distance from  
lowest side of  
below top of hatch  
}  $10'-9"$   
}  $27'-2\frac{1}{2}"$   
}  $6"$   
Max. permissible  
under draft }  $26'-8\frac{1}{2}"$

Builder's name and yard number *Messrs Harland & Wolff Ltd* Yard No *437*.

Names of sister ships ☒

Owners *Messrs McIlwraith McEacharn Ltd*

Fee £ *20 : 0 : 0*

Received by me



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