

18 OCT 1944

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

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 (see Sydney Rpt No 19750.)

Date of completion of report

9th Sept. 1944

Port of WHYALLA - South Aust. No. 27.

Survey held at

WHYALLA

Date First Survey 11 Nov. 1942

Last Survey

7th Sept.

1944

On the

(State if Machinery fitted Afloat or if Single, Twin or Triple Engine)

STA. SGL. SC. SR. "RIVER DERWENT"

State Type

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

Complete Superstructure with T.O. (T.O. permanently closed as H.E.)

State Type of Erections

C.S.S.

TONNAGE under Tonnage Deck

4209.03

CLASS 100 A.I.

State if with freeboard as condition of Class

Yes

Built at

Whyalla - South Aust.

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 425.0

Launched

27 MAR. 1944

Yard No. 5

Breadth (greatest moulded)

B 56.5

Builders Broken Hill Pty. Co Ltd.

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

D 27.5 to 2nd Dk. 35.5

Owners

Commonwealth of Australia (Dept. of Supply & Shipping)

Total

Gross Tonnage

5109.18

Register Tonnage

2681.52

1st Longitudinal Number (L x D)

= 15087

Managers

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

2nd Numeral L x (B + D)

= 39100

Residence

REGISTERED DIMENSIONS.

FEET.

Length

432.8

Breadth

56.67

Depth

23.83

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

23.66

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

11.60

Do. Long Bridge to top of keel

✓

Draught Moulded

25.6

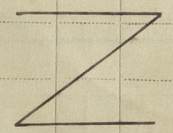
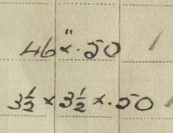
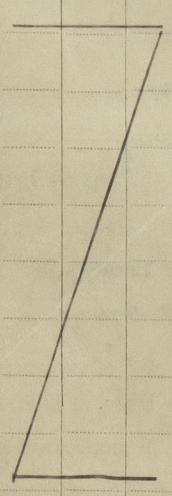
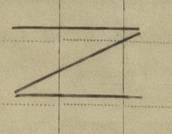
Port of Registry

Port Adelaide.

If surveyed while building, afloat, or in dry dock

While Building

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	28"	✓	Bracket Floors, Frame		
" " from 1/3 length amidships to Collision bulkhead	28 to 24"	✓	" " Reversed Frame		
" " in peaks	24"	✓	" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	46" x 50"	✓
Frame Amidships, Angle, [or]	12 x 3 1/2 x 3 1/2 x 40/60	✓	" " top Angles Double	3 1/2 x 3 1/2 x 50	✓
" " Extends up to	2 nd Dk.	✓	" " bottom Angles Double	4 x 4 x 50	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	One @ .38 in holds	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	42 1/2 x 54	✓
Depth of Framing Girder	12"	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3 1/2 x 3 1/2 x 50	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 x 3 1/2 x 3 1/2 every frame	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	5 x 5 x 50	✓
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous plate 42	✓
" " Third	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Angle Gusset in E. Room Continuous plate 42	✓
" " from 1 len. for'd. to 15% len. from Stem	12 x 3 1/2 x 3 1/2 x 40/60	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	7 1/2 x 42	✓
" " Fore peak	6 x 3 1/2 x 3 1/2	✓	INNER BOTTOM PLATING.		
" " in Peaks, Angle, [or]	5 x 3 x 3 1/2	✓	Breadth and thickness of Middle Line Strake	50" x 42	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 Rivets spaced 6 1/2 in. C. to C.	✓	Thickness of remainder in Holds	42	✓
State if Frame Joggled	yes	✓	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?	Yes	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes	✓	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes	✓	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	8 x 3 1/2 x 50	✓
DOUBLE BOTTOM.			" " in way of Bridge, Angle, [or]	✓	
Floors, Depth and thickness at mid-line in Holds			Spacing	every	✓
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]	8 x 3 1/2 x 50	✓
Middle Line Keelson, on Floors, Angles, [or]			Spacing	9 x 3 1/2 x 54	✓
" " Through Plate or Intercostal Plate			" " see deck plan		✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, Angle, [or]		
Spacing			Spacing		
Solid Floors, thickness and spacing	55 B.R. 42 E.R. 39 every	✓	Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	Yes	✓	Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]	9 x 3 x 30 8 x 3 1/2 x 50	✓
" " breadth and thickness at margin plate			Spacing	Alternate	✓

[illegible]

SCANTLINGS.					RIVETING.								
AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
STRAKES.	AMIDSHIPS.		FORWARD.		AFT.	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.		Thickness.		Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.		Inches.								Inches.
FLAT PLATE KEEL	50	.78	.68	.68		Double	$\frac{7}{8}$	$3\frac{1}{2}$	Quad. to trble	$1\frac{1}{2}$	$3\frac{1}{2}$	Inside straps	
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes	A 78 B 78 C 54 D 78	59	63 56 56 56	48 48 48 48	Approx. 59-50 L.R. Rule 57-50	Double	$2\frac{3}{4}$	$3\frac{1}{2}$	Trible	$2\frac{3}{4}$	$3\frac{1}{2}$	Lapped	
BILGE PLATING, No. of Strakes	E 66 F 74 G 78 H 78 I 78	56	56 56 56 56 56	48 46 46 46 46	-R0- see letter 15/2/43 attached to 18 Entry "River Clearance"	"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells	L 51	.66	.46	.46					Quad to trble		$3\frac{1}{2}$	$2\frac{3}{4}$	"
UPPER DECK, Sheer- strake in Bridge ...									Trible		$3\frac{1}{2}$	$2\frac{3}{4}$	"
STRAKE BELOW Sheer- strake in Wells	K 52	.56	.46	.46									
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FORE'C'TLE SIDE PLATING			.39			Single	$\frac{3}{4}$	3"	Single	$\frac{3}{4}$	2 $\frac{3}{4}$	"	

[illegible]

EQUIPMENT No						LETTER		ANCHORS.								
Number of Certificate.		Anchors.		WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 55.		Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Tons.	cwt.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.				
2381	1st Bower ...	71	0	14		Stockless			54	5	0	0	✓	Byers' Stockless	Industrial Steel	Sanden Island N.S.W. 20 x 31/1/13 G.D.M. Cowan ✓
2382	2nd "	70	1	10		"			54	0	0	0	✓	"	Ltd.	"
	3rd "	Ordn'd				due to W.E.										
	Collective weight.															
2391		22	2	18		Stockless			22	11	0	0	✓	"	"	Sanden Island NSW 8/1/13 G.D.M. Cowan ✓

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.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Length.	Cir.	Fathoms.	Ins.
117656	270 3/4	2"	100.8	141.1	572-1-6	720 3/4	270	2 1/2	1 Stud 1/2	S. Taylor & Sons	Hettington 5-11-4	TOWLINE... HAWSERS & WARPS	120	4 3/4	646	120	4 3/4	
		Tayco									J.G. Relf							
														2c 90	2 1/2	152	2c 90	2 3/4
														2c 90	2 1/2	132	2c 90	2 1/2
Iron Steam Chain or Steel Wire	90	5"	52.8				90	5"	8 7/12	Bullivant & Aust. Co. Ltd.			2c 90	3"	186			

Steering Gear, Type (Power or hand) *Steam Hydraulic by Bundaberg Foundry Co - Queensland* / Alternative Means of Steering *Block & tackle led to after winch*

Steering Chains (Size and Test) *None (Telemotor)* / Windlass *Steam by State Engⁿ Works Fremantle W.A.* / Boats, $\left\{ \begin{array}{l} 24.33 \times 7.54 \times 3.2 \\ 24.45 \times 7.54 \times 3.1 \\ 24.33 \times 7.5 \times 2.86 \\ 24.33 \times 7.54 \times 3.1 \end{array} \right.$

Ceiling in Holds, thickness and material *None* / Cargo Battens, thickness, material and spacing *6" x 2 spaced 9" apart*

Cargo Hatchways.—(Upper Deck) *Constructed of steel plates & angles* / Thickness of Hatches *3" C.P. at Shelter Dk.*

Size of Hatchways No. 1 (Fwd.) *29'-7" x 24'-0"* No. 2 *35'-0" x 24'-0"* No. 3 *28'-0" x 24'-0"* No. 4 *35'-0" x 24'-0"* No. 5 *35'-0" x 24'-0"* No. 6

Number of Shifting Beams and/or Fore and Afters $\left\{ \begin{array}{l} 7 \text{ c } \text{No 1 hatch;} \\ 6 \text{ c } \text{No 2, 4 \& 5 hatches;} \\ 5 \text{ c } \text{No 3 hatch} \end{array} \right.$

Builder's Signature *Centabed*
BROKEN HILL PTY. CO. LTD.,
SHIPBUILDING YARD,
WHYALLA.

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 yes (coal or oil) ✓
(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 ship has been built in conformity with the Society's Rules & Regulations and the Secretary's Letters ✓
The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans ✓
The materials and workmanship are good and to my satisfaction ✓
The following list of compartments have been tested to Rule requirements for the carriage of oil fuel (F.P. above 150° Feh.) and found satisfactory: Nos 1, 2, 3, 6 & 7 double bottom tanks also settling tanks in E.R. ✓
The remaining double bottom compartments, cofferdams and fore and after peak tanks have been tested to Rule requirements for the carriage of water ballast or fresh water and found satisfactory. ✓
The decks, W.T. Bulkheads (including divisional bulkheads in Tween decks) shaft tunnel and side lights in hull have been tested and found satisfactory. Windlass, steering gear, W.T. doors and hand pumps tested under working conditions and found satisfactory. ✓

The amount of Entry Fee £ 10 : 0 : 0 } Fees applied for, 19.....

✓ Special Survey Fee.... £/075: 9 : 0 } Received by me, 19.....

Travelling Expenses, if any £ 50 : 0 : 0 } 19.....

State whether the Vessel has been built under Special Survey..... Yes

Certificate to be sent to Sydney R.S.W. Date of issue 9/11/44

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed $\frac{100}{A.1}$ "with freeboard"

Signature *J. Pratt*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

+100A1 with freeboard

Rotted to oil Incl 9.44 IP above 150° 7
 Clon's A xcl: +LMC 9.44 IP Cl
 2 WTB 240 lb (Sps 220 lb)

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 practically a duplicate of the same Builders "RIVER GLENELG" built in 1944 except for arrangement of deck houses & r-3 Hatchway now being trunked between Boat & upper decks. Copies of the approved plans are being retained for dealing with Sister Vessels (Originals in Gls. Office.) ✓

Plans of midship section, profile and decks as built, also forging reports now forwarded.

PARTICULARS OF ELECTRIC WELDING (if employed) 2nd Deck, except stringer plate, completely welded

All deck houses, boat deck, navigating bridges, casings & casing top, gun platforms, masts & emergency turn dick W.T. also non-W.T. Bulkheads completely welded.

Welding also employed on odd work of non-structural importance

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

Cruiser Stern; E.S.D.; D.F.; Tonnage opening closed 44 (W.E.)

Fitted for Oil Fuel 44, F.P. above 150°F.

7 Bulkds. (Coll. to W. Dr., 6 to 2nd Dr.) 5th Divisional W.T. Bkds in Tween Dks (one not to Rule scantlings including Coll. Bkds.)

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

1st Bower	46.43 cwt.; C.R.M.; N°1037; 20.7.42
2nd "	46.34 cwt.; C.R.M.; N°1018; 20.7.42
3rd "	✓
Stream	13.413 cwt.; C.R.M.; N°1010; 30.5.42

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 12.25 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 156018 Signal Letters V.M.S.P Extreme Breadth over Belting 56.7' Over-all Length 449.2' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 Dr (Stl) & Shelter Dr (Stl)

Parts of Bottom of Vessel coated with cement or approved composition Cement in Boiler Room Aft. Bottom tank also peak tanks at bot F.W. Tanks under E. & B. space also peak tanks cement washed. W.B. tanks painted with "Contrade" shell Bilges coated with zinc paint & varnished.

Particulars of composition (if fitted) and of approval

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	100.33	226 ✓	Fore peak tank,	F.W.	22.25 A 245 ✓
Double bottom, under Engines and Boilers, F.W.	49.00	223 ✓	After peak tank,	F.W.	20.43 B 240
Double bottom, if under Engines only, Cofferdams	4.67	21 ✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,			Deep tank, forward,	✓	A 251 S.W.
Double bottom, forward,	192.16	741 ✓	Other tanks, if fitted,	✓	B 246 S.W.
Total length (if continuous) and Capacity	346.16 ✓	1211 ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 107 (A.11.)

Date 10th April 1942

Authorisation 8/9/42

Dates of Surveys held while building

1942 Nov 11; Dec. 18;

1943 Jan 13; Feb 3, 25; Mar. 23rd, April 15, May 20th & afterwards practically continuously until end of Year except for visit to Eastern Yards in July

1944 Practically continuously until vessel completed except for visit to Eastern Yards in July. Last visit 7th Sept.

Total No. of Visits 160