

State if Report is sent on the Machinery of the Vessel Yes

Port of MELBOURNE

No. 8661

Date First Survey

21<sup>st</sup> October 1941

Last Survey 21<sup>st</sup> December 1944

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

RIVER LODDON

State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) Complete Superstructure with Tonnage Opening. State Type of Erections C.S.S

TONNAGE under } 4162.55  
Tonnage Deck... }

CLASS  $\pm 100$  A.I.

State if with freeboard

Built at Williamsstown, Victoria.

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 22<sup>nd</sup> April 1944 Yard No. 29.

**Total**

**Breadth** (*greatest moulded*) ..... **B** 56.5 ✓

Builders Commonwealth Naval Dockyard

**Gross Tonnage** 4993.75

**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 + 8.0  
= 35.5

Owners Commonwealth of Australia

Register Tonnage 2746.19

**1st Longitudinal Number (L × D).....= 15087 ✓**

Managers

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

Residence

Port of Registry Melbourne

*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.
<b>RAMES, Spacing amidships</b> .....	28" ✓		<b>Bracket Floors, Frame</b> .....	NONE ✓	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....}	28" $\frac{1}{8}$ 24" ✓		" " Reversed Frame .....	"	
" " in peaks.....	24" ✓		" " Vertical Struts .....	"	
<b>DE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	46" x 50" ✓	
<b>Frame Amidships, Angle, [ or F</b> .....	12" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 40" ✓		" " top Angles ... <b>DOUBLE</b> .....	3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 50" ✓	
" " Extends up to .....	2 <sup>nd</sup> DECK. ✓		" " bottom Angles <b>DOUBLE</b> .....	4" x 4" x 50" ✓	
<b>Reversed Frame Amidships, Angle</b> .....	✓		<b>Side Girders, No. each side and thickness</b> .....	ONE 38 in holds ✓	
" " Extends up to...	✓		<b>Margin Plate depth (excl. of flange) and thickness</b> .....	42 $\frac{1}{2}$ " x 54" ✓	
<b>Depth of Framing Girder</b> .....	12" ✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem .....	3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 50" ✓	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or F</b> .....	6" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{8}$ " ✓ EVERY FRAME. ✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area .....	5" x 5" x 50" ✓	
" " <b>Second 'tween Decks, Angle, [ or [</b> .....	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	Continuous plate 42" Angle gussets in ER. ✓	
" " <b>Third</b> " " " " .....	✓		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	Continuous 42" ✓	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem .....	12" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 40" ✓ 6" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{8}$ " ✓ 5" x 3" x 3 $\frac{1}{2}$ " ✓ 5" x 3" x 3 $\frac{1}{8}$ " ✓ 3" x 3" x 3 $\frac{1}{8}$ " ✓ 7 $\frac{1}{8}$ " RIVETS 6 $\frac{1}{2}$ dia. o.t.c.		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> .....	72" x 42" ✓ 50 in B.R.	
" " <b>in Peaks, Angle or [ or F</b> .....	FORE PEAK [ 8" ✓ AFTER PEAK [ 8" ✓		<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	7 $\frac{1}{8}$ " RIVETS 6 $\frac{1}{2}$ dia. o.t.c.	Appd. 7 dia.	Breadth and thickness of Middle Line Strake ...	50" x 52" ✓	
<b>State if Frame Joggled</b> .....	No. ✓		Thickness of remainder in Holds .....	42" ✓	
Are the scantlings and arrangements in the <b>Panting Area</b> in accordance with the Rules and/or as approved? .....	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? .....	+ 38 at hatchways ✓ YES.	
Are the scantlings and arrangements in way of the <b>Bottom Forward</b> in accordance with the Rules and/or as approved? .....	YES. ✓		<b>BEAMS.</b>		
<b>ANGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships, in Wells, Angle, [ or [</b> .....	8" x 3 $\frac{1}{2}$ " x 50" ✓ 7 x 3 $\frac{1}{2}$ " x 26" ✓	Appd.
<b>Floors, Depth and thickness at mid-line in Holds</b> .....			" " in way of Bridge, Angle, [ or [ .....		
Height of Brackets at side above base line at toe of frame .....			Spacing .....	EVERY FRAME. ✓	
<b>Middle Line Keelson, on Floors, Angles, [ or [</b> .....			<b>Second Deck, amidships, Angle, [ or [</b> .....	8" x 3 $\frac{1}{2}$ " x 50" ✓ 9" x 3 $\frac{1}{2}$ " x 54" ✓ 7 x 3 $\frac{1}{2}$ " x 26" ✓	Appd.
" " " Through Plate or Intercoastal Plate...			Spacing.....	EVERY FRAME. ✓ See Deck Plan. ✓	
" " " Foundation Plate on Floors .....			<b>Third Deck, amidships, Angle, [ or [</b> .....		
" " " Flat Plate Keel Angles .....			Spacing.....		
<b>Side Keelsons, No. each side</b> .....			<b>Fourth Deck, amidships, Angle, [ or [</b> .....		
" " thickness of Intercoastal Plate...			Spacing.....		
" " Angles .....			<b>Poop Deck, Angle, [ or [</b> .....		
<b>DOUBLE BOTTOM.</b>			Spacing.....		
<b>Solid Floors, thickness and spacing</b> .....	50 B.R. ✓ 42 E.R. ✓ 39 EVERY FRAME. ✓		<b>Bridge Deck, Angle, [ or [</b> .....		
" " Are Frame and Reversed Frame joggled? .....	YES. ✓		Spacing .....	[ 9" x 3" x 3 $\frac{1}{2}$ " x 40" ✓	
<b>Bracket Floors, breadth and thickness at middle line</b> .....	NONE ✓		<b>Forecastle Deck, Angle, [ or [</b> .....	[ 8" x 3 $\frac{1}{2}$ " x 50" ✓	
" " breadth and thickness at margin plate.....	"		Spacing .....	ALTERNATE FRAMES. ✓	



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.			Breadth.	Thickness.	
in 'tween Decks, Size and Spacing.....							
in Holds							
Centre Line Bulkhead.							
Stiffeners and Spacing.....							
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness							
Angle in Wells							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness							
Second Deck.							
Stringer Plate, breadth and thickness							
Stringer Plate, breadth and thickness							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Fourth Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Bridge Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Forecastle Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							

## SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
	Inches.	Inches.	Inches.	Inches.					
FLAT PLATE KEEL	50	78	68	68		DOUBLE	7/8 3/2	4 to 3	1 1/8 3 1/2 3 1/2 Inside strap
DBLG. (if any)									
BOTTOM PLATING, No. of Strakes	A 78 B 78 C 84 D 78	59	64	50	See letter 15/2/43 attached to 1 <sup>st</sup> Entry Rpt "RIVER CLEARANCE."	DOUBLE	7/8 3/4 3 1/2 3	3	7/8 3/4 3 1/2 3 Lapped
BILGE PLATING, No. of Strakes	E 66	56	56	50		"	"	"	"
SIDE PLATING, No. of Strakes	F 79 G 78 H 78 J 78	56	56	46		"	"	"	"
UPPER DECK, Sheer-strake in Wells	L 51	66	46	46		"	"	4 to 3	3 1/2 3 1/2 2 1/2
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in Wells	K 52	56	46	46		"	"	3	3 1/2 2 1/2
STRAKE BELOW Sheer-strake in Bridge									
POOP SIDE PLATING									
BRIDGE SIDE PLATING									
FORECASTLE SIDE PLATING			39			SINGLE	3/4 3	1	3/4 2 5/8

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	7	WAR EMERGENCY.
Extending to Upper Deck (Sec. 3 c)	1	Bulkheads at frames 40, 95, 116 & 146 extended to Sheer Deck.
Deck next below	6	Openings in other lower Deck bulkheads plated over.
As per Rule	7	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
LOWER.	STEEL CASTINGS.	9 1/2 x 3 1/4	Hadfield's Aust. Ltd.	
STEM UPPER.	M.S. PLATE.	56"-52"		
STERN FRAME	Propeller Post	STEEL	See Plan Broken Hill Pty. Co. Ltd. (N.S.W.)	
Rudder	CASTING.	4		
Speed of Vessel		12 KNOTS.		
RUDDER—Type		Streamlined without solid main piece.		
A x D		540		
Diam. of head	FORGING.	11" dia.	Aust. Iron & Steel Co. Ltd.	
FRAME.				
Main piece at top pintle	CAST	See Industrial Steels Plan. Ltd. N.S.W.		
heel	STEEL			
how constructed		Cast Steel top & bottom frames M.S. plates and angles riveted.		
double or single plate coupling, vertical or horizontal		DOUBLE		
		SCARPHED.		

STIFFENERS.	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second					
" " Third					
Holds					
COLLISION					
AFTER PEAK					

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Open hearth process.
	Broken Hill Pty. Co. Ltd., Newcastle N.S.W. (B.H.P.)	
	Australian Iron & Steel Co. Ltd., Port Kembla, N.S.W. (A.I.S.)	
	Has the Steel been tested as required by the Rules?	Yes.



EQUIPMENT No. 40455 ✓												LETTER at ✓		ANCHORS.	
Number of Certificate.	Authors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
3105	1st Bower ...	70	3	2	STOCKLESS.			54	0	0	0	✓ 68 ✓	Byers' Type. } Industrial Steels Ltd. Sydney N.S.W.	Garden Island, Sydney N.S.W. A. J. McCowan Principal Surveyor 12/13/42 & 31/1/43.	
2378	2nd " ...	70	2	14	"			54	0	0	0	✓ 68 ✓			
	3rd " ...														
	Collective weight.														
2392	Stream .....	22	2	22	STOCKLESS			22	17	0	0	✓ 23 <sup>3</sup> / <sub>4</sub> ✓	Byers' Type.	do.	do. 31/1/43.

## 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.	Stalutory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
116503	270	2	1008	141.1	574-0-3	720 <sup>3</sup> / <sub>4</sub>	270	2 <sup>5</sup> / <sub>16</sub>	"TAYCO" Stud-link, (Bridgely Hill W.A.).	S. Taylor & Sons	Betherton	TOWLINE...	120	4 <sup>3</sup> / <sub>4</sub>	64.6	120	4 <sup>3</sup> / <sub>4</sub>
									Wrought-iron Cables.		30 <sup>th</sup> Sept. 1941.	HAWSERS & WARPS	(2) 90	2 <sup>3</sup> / <sub>4</sub>	15.2	(2) 90	2 <sup>3</sup> / <sub>4</sub>
											J.A. Reef.	"	(2) 90	2 <sup>1</sup> / <sub>2</sub>	13.2	(2) 90	2 <sup>1</sup> / <sub>2</sub>
Stream Chain or Steel Wire	90	5	52.8				90	5	G.F. 6/12	Bullivant's Aust. Co. Ltd.							

Steering Chains (Size and Test)..... NONE (TELE MOTOR)..... Windlass STEAM. 2 cks. 10" dia x 14" stroke. Boats (4).....

Ceiling in Holds, thickness and material *Double 2 1/2" over 6" gages (5")*. ✓ Cargo Battens, thickness, material and spacing *6"x2" spaced 9" in Holds 4" in Deck*

Cargo Hatchways.—(Upper Deck) *Constructed of steel plates & sections. ✓* Thickness of Hatches *3" Oregon Pine. ✓*

Size of Hatchways No. 1 (Fwd.)  $32'-7" \times 24'-0"$  No. 2  $35'-0" \times 24'-0"$  No. 3  $28'-0" \times 24'-0"$  No. 4  $35'-0" \times 24'-0"$  No. 5  $35'-0" \times 24'-0"$  No. 6 ✓

Number of Shifting Beams and/or Fore and Afters *Nº1 - 7 ✓ Nº2 - 6 ✓ Nº3 - 5 ✓ Nº4 - 6 ✓ Nº5 - 6 ✓*

Builder's Signature *B. Mackey* Engr. Capt. General Manager H.M.A. Naval Dockyard  
WILLIAMSTOWN

**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 (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 and 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 our satisfaction. The following compartments have been tested to Rule requirements for the carriage of oil fuel (F.P. above 150°F) and found tight: - viz. Nos 1, 2, 3, 6 & 7 double bottom tanks and settling tanks. No 4 & 5 double bottom tanks and peak tanks (for water) and cofferdams have been tested to Rule requirements & found tight.

The decks, all W.T. bulkheads, sidelights and shaft tunnel have been hose tested and found tight. The windlass, steering gear, W.T. doors and hand pumps have been tested under working conditions and found satisfactory. ✓

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

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

5 Special Survey Fee.... £1549: 10 : 0  
(See Syd letter 3/1/45)  
Travelling Expenses, if any £ ~~50.0.0~~  
Syd 100.0.0

I am of opinion the Vessel should be Classed **✝ 100 A.1.**  
*P. J. McH +* with freeboard.

P.A. McIntyre. B. P. Fielden.  
J. Pratt

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

Signature J. Math  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Sydney N.S.W. Date of issue 1/8/45

Committee's Minute

FRI. 16 FEB 1945

*Character assigned*

+100A1

"with foreboard

Lloyd's A. & C. P.

+ LMC 12.44

Fitted for oil fuel 12.44 F.P. above 150°F  
F.D. C.L. 2WTB 240lb (Spt. 220lb)

Note for S.R.L.

0113 <sup>2</sup>/<sub>2</sub>



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 a duplicate of S.S. RIVER DEWENT built by Broken Hill Pty. Co. Ltd., at Whyalla, South Australia. Whyalla Rpt. No. 27.

Copies of approved plans are retained for dealing with a sister vessel. Forgings and Castings Reports are forwarded herewith.

Plans of Midship Section, General Arrangement Profile, Decks and Shell Expansion of this vessel, as built, are now forwarded under separate cover. *not received*

14.2.45

PARTICULARS OF ELECTRIC WELDING (if employed) Hospital house aft and casings of Engineers House on boat deck welded, but riveted to decks. Welding employed for minor parts 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 (W.E.) 1944, FITTED FOR O.F. 1944 F.P. ABOVE 150°F.  
LLOYDS A&C.P., 7 BULKHDS (COLL. TO SH. DK., 6 TO 2<sup>ND</sup> DK.)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower (3105) 46.215 cwt. C.R.M. 770, 20 <sup>th</sup> July 1942	STREAM ANCHOR (2392) 13.446 cwt, Q.R.M. 850, 30 <sup>th</sup> May 1942. Sydney N.S.W.
	2nd „ (2378) 46.537 „ C.R.M. 1172, 20 <sup>th</sup> July 1942	
	3rd „ (Sydney N.S.W.)	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 42.25 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated *no bellying fitted.*

Official No. 159584 Signal Letters M.V.S.Q. Extreme Breadth over Belting 56.7 Over-all Length 449.1  
No. and Material of Decks 1 Dk (ste) & Shelter Dk (ste)

Parts of Bottom of Vessel coated with cement or approved composition Solid cement in D.B. tanks under Engines & Boilers and in peak tanks. F.W. tanks under Engines & Boilers and fore peak tank cement washed. Ballast or O.F. tanks & bilges coated with "Conbrode" or Zinc No. 1 Dred.

Particulars of composition (if fitted) and of approval Tunnel well coated with Res-g. steel  
Tank tops in Engine & Boiler spaces coated with "Staylastic"

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,	100.3	226	Fore peak tank,	32.2	266 ✓
Double bottom, under Engines and Boilers, F.W.	49.0	223	After peak tank,	30.8	239 ✓
Double bottom, if under Engines only, Cofferdams	4.7	21	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	192.2	742	Other tanks, if fitted,		
Total length (if continuous) and Capacity	346.2	1212 ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 106/87  
Date 10/4/42  
Authorisation dated 8/9/42  
Dates of Surveys held while building  
1941 21, 22, 28 Oct, 11.18 Nov, 14.15, 22 Dec, 1942 19 Jan, 24 Feb, 18 Mar, 22 April, 29 May, 10 June, 20 July, 20 Aug, 4.8 Sept, 27 Oct, 3.17 Nov, 17.24 Dec.  
1943 5.7, 27 Jan, 10.23 Feb, 16.23 March, 2.22 April, 6.12.24 May, 8.16.24 June, 6.12.23 July, 13.23 Aug, 9.14.21.29 Sept, 19.26 Oct, 2.15.20 Nov, 21.28 Dec.  
1944 11.12.21.23.26.27.28 Jan, 9.15.25 Feb, 7.13.24.27.29.31 March, 13.17.22 April, 8.20.24.30 May, 8.12.15.27 June, 8.10.12.24.25.31 July, 1.4.22.30 Aug, 6.8.12.13.14.20.22 Sept, 9.20.30 Oct, 2.7.9.14.28 Nov, 14.19.20.21 Dec.  
Total No. of Visits 137