

STEEL STEAMER or MOTORSHIP.

Received at London Office

31.5.1925

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YESDate of completion of report 2nd February 1925 Port of Sydney, N.S.W No. 8572Survey held at Sydney, N.S.W Date First Survey 13.1.25 Last Survey 28.1.1925On the (State if Machinery fitted with or without Tonnage Openings) TWIN SCREW STEAMER "UNA" EX "KOMET"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Facht State Type of Erections Huists on DKTONNAGE under Tonnage Deck... 538 CLASS Continplaid State if with freeboard as condition of Class NO Built at VegesackDo. 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 190.1 Launched 1911 Yard No. Total ✓ Breadth (greatest moulded) B 31.1 Builders Bremer VulkanGross Tonnage 977 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 23.3 Owners Port Philip Sea PilotsTonnage 335 1st Longitudinal Number (L x D) = Managers " " " (Where necessary to be entered in Reg. Book.)STERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) = Residence Pilot officeSee Plans Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓ Port of Registry WilliamstownProportions—Depth to Length—Uppermost continuous deck to top of keel ✓ If surveyed while building, afloat, or in dry dockDo. Long Bridge to top of keel ✓ Draught Moulded about 15' 4" On Slipway + Afloat in dry dock Sydney N.S.W

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.
Spacing amidships	22' 8"		Bracket Floors, Frame		
" from 1/2 length to Collision bulkhead	22' 8"		" Double Reversed Frame J. <u>comp. Floor Engine + under Boiler Beam</u>		
" in peaks	22' 8"		" " Vertical Struts		
MING.			Centre Girder, depth and thickness amidships	33' x 37' x 33'	47 in Boiler Room
amidships, Angle, <u>✓</u> or <u>✓</u>	5' 9" x 2 3/4' x 39'	✓	" " top Angles	2 3/4' x 2 3/4' x 32'	4 in Boiler Room
" Extends up to	upper deck		" " bottom Angles	3 1/2' x 3 1/2' x 35'	4 in Boiler Room
ed Frame Amidships, Angle	4' 3" x 4' 3" x 47'		Side Girders, No. each side and thickness	One 29' x 36'	in Boiler Room
" Extends up to	only in Engine + Boiler Rooms. Main Deck		Margin Plate depth (excl. of flange) and thickness	16' x 45' x 50'	in Boiler Room
of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	4 1/4' x 4 3/4' x 37'	Double
s in Uppermost Continuous 'tween Decks, Angle, <u>✓</u> or <u>✓</u>	5' 9" x 2 3/4' x 39'		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	4 3/4' x 4 3/4' x 37'	Double
Second 'tween Decks, Angle, <u>✓</u> or <u>✓</u>	5' 9" x 2 3/4' x 39'		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous Scalloped plate. Part Margin Plate. Plan	
Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous	
in Peaks, Angle or <u>✓</u>	5' 1" x 2 1/2' x 33'		Tank Side Brackets, height above base line at toe of Frame and thickness	49' x 32' x 2 3/4' Flanged	38 in Boiler Room
and Spacing of Rivets through Shell Plating	3/4" 5' 4" 6' 8"	8 2' 1/2"	INNER BOTTOM PLATING.		
Frame Joggled	No		Breadth and thickness of Middle Line Strake	32' x 35' x 31'	
ARRANGEMENTS (Sec. 7), state system and particulars	Second dk. Lower Dk. and Bulkheads.		Thickness of remainder in Holds	47 in Boiler Room 78 in Engine Room	
ENING OF BOTTOM FOR.			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	
State Particulars			BEAMS.		
TTOM.			Uppermost Continuous Deck, amidships	5' 8" x 2 1/2' x 33'	
Depth and thickness at mid-line in Holds	Five ends		" " in way of Bridge, Angle, <u>✓</u> or <u>✓</u>		
Height of Brackets at side above base line at toe of frame	✓		Spacing	45' 6"	
ine Keelson, on Floors, Angles, <u>✓</u> or <u>✓</u>	✓		Second Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	5' 8" x 2 1/2' x 38'	
" Through Plate or Intercoastal Plate	✓		Spacing	45' 6"	
" Foundation Plate on Floors	✓		Third Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	6' x 2 3/4' x 41'	
" Flat Plate Keel Angles	✓		Spacing	45' 6"	
sons, No. each side	✓		Fourth Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	✓	
thickness of Intercoastal Plate	✓		Spacing	✓	
" Angles	✓		Poop Deck, Angle, <u>✓</u> or <u>✓</u>	✓	
BOTTOM.			Spacing	✓	
oors, thickness and spacing	31 37 33 every frame		Bridge Deck, Angle, <u>✓</u> or <u>✓</u>	✓	
" Are Frame and Reversed Frame joggled?	Frames Yes; R.F. no		Spacing	✓	
Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <u>✓</u> or <u>✓</u>	✓	
" breadth and thickness at margin plate	✓		Spacing	✓	

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PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>2</i>	<i>Two all Round Solid</i>	Stringer Plate, breadth and thickness in way of Bridge	<i>24" x 3"</i>	
" in 'tween Decks, Size and Spacing.....	<i>2 1/2</i>	<i>all round Frames</i>	Thickness of Plating abreast Deck openings in way of Wells	<i>1" 27</i>	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge	<i>1"</i>	
" in Holds <i>Double B to lower deck</i>	<i>2 5/8</i>	<i>all round Frames</i>	If Sheathed, material and thickness	<i>3" spruce Teak</i>	
" " <i>Double B to main deck</i>	<i>2 9</i>	<i>all round Frames</i>	Third Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....	<i>26" x 32</i>	
Stiffeners and Spacing.....	<i>1</i>		If Plated, state thickness.....	<i>20 and 2 1/2</i>	<i>Pitch Pine</i>
Plating, thickness of	<i>1</i>		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	<i>1</i>	
Uppermost Continuous Deck.			If Plated, state thickness	<i>1</i>	
Stringer Plate, breadth and thickness in Wells	<i>41 x 3 1/4 x 2 1/2</i>	<i>at ends</i>	Poop Deck.		
" " " " in way of Bridge	<i>1</i>		Stringer Plate, breadth and thickness	<i>1</i>	
" Angle in Wells	<i>3 1/2 x 3 1/2 x 3/8</i>		Plating, Sheathing, material and thickness	<i>1</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>1</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	<i>2 9</i>		Stringer Plate, breadth and thickness.....	<i>1</i>	
If Sheathed, material and thickness	<i>2 1/2</i>	<i>Teak</i>	Plating, Sheathing, material and thickness	<i>1</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>1</i>		Stringer Plate, breadth and thickness.....	<i>1</i>	
			Plating, Sheathing, material and thickness	<i>1</i>	

SHELL PLATING.

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.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.		Thickness.		Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.		Inches.		Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	36"	53	39	45	<i>for 1/2" plates Resisted rivets</i>	Double	13/16	3	Three	13/16	2 7/8	Lap
" DELG. (if any) ✓												
BOTTOM PLATING, No. of Strakes	58 3/4	39	39	41	-	Double	13/16	3	Two	13/16	2 7/8	Lap
BILGE PLATING, No. of Strakes	57 1/4	39	31	31	✓	"	13/16	3	Two	13/16	2 7/8	Lap
SIDE PLATING, No. of Strakes	42 1/4	37	37	31	-	"	13/16	3	Two	13/16	2 7/8	S. Strap
UPPER DECK, Sheer-strake in Wells	48	45	31	33	-	"	13/16	3	Double	13/16	2 7/8	S. Strap
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells												
STRAKE BELOW Sheer-strake in Bridge ...	✓											
POOP SIDE PLATING	✓											
BRIDGE SIDE PLATING ...	✓											
FORE/TFLE SIDE PLATING	✓											

See Drilling List Sheet

Line bare 1/8" all round no corrosion on

Fins of 14 Rivets now

Type of Shell Rivet throughout

No plug neck, holes drilled

in lands and butts.

Frames only punched.

Full size

Full size

A.C.H.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)	<i>Not any</i>
“ Deck next below	<i>8</i>
As per Rule	<i>4</i>

STIFFENERS.

				Plating Thickness,	VERTICAL,	HORIZONTAL,
					Scantlings, Spacing,	Scantlings Spacing
afternoon 4 frame hold					5' 2 x 2 5	
MIDSHIP BULKHEAD, Tween decks...				- 25	1 x 37	29 "
F. E. Reserve Bunkers				- 28	5 1/2 x 2 1/2	29 "
31	"	"	"	- 28	5 " x 37	29 "
31	"	"	"	- 28	5 " "	29 "
31	"	"	"	- 28	5 " "	29 "
31	"	"	"	- 28	5 " "	29 "
31	"	"	"	- 28	5 " "	29 "
31	"	"	"	✓		
31	"	"	"	✓		
31	"	"	"	✓		
Holds				✓		
(in Hold)				32	5 1/2 x 2 1/2	37. 28 1/2 space L 37
COLLISION				30	4 1/2 x 9	37 ✓ ✓
AFTER PEAK						

RIVETING.

EDGES.				BUTTS.			
State if Joggled?		RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
SINGLE OR DOUBLE.	Diam. Inches.	Spacing cr. to cr. Inches.	Diam. Inches.		Spacing cr. to cr. Inches.		
Double	$\frac{13}{16}$	3	Three	$\frac{13}{16}$	$2\frac{7}{8}$	Lap	
✓			✓			✓	
Double	$\frac{13}{16}$	3	Two	$\frac{13}{16}$	$2\frac{7}{8}$	Lap	
"	$\frac{13}{16}$	3	Two	$\frac{13}{16}$	$2\frac{7}{8}$	Lap	
"	$\frac{13}{16}$	3	Two	$\frac{13}{16}$	$2\frac{7}{8}$	S. Strap	
"	$\frac{13}{16}$	3	Double	$\frac{13}{16}$	$2\frac{7}{8}$	S. Strap	

Tin bare $\frac{1}{8}$ " all round no corrosion on
 Flange of 14" Rivets none taken out
 2 Shell Rivets throughout
 long neck, holes drilled
 bands and butts.
 only punched.

Full size

Full size. S.H.

FORGINGS and CASTINGS.

	Casting or Forging.	Scandlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat Plate</i>		
STEM		<i>Forging 7 1/2"</i>		
STERN FRAME {	Propeller Post	<i>3 Casting See Plan maybe Forging</i>		
FRAME {	Rudder "	<i>3 Casting See Plan " "</i>		
RUDDER—A × D		<i>—</i>		
Speed of Vessel		<i>14, Knots</i>		
RUDDER mainpiece at head ..		<i>8 3/8</i>		
" " heel ..		<i>6 1/4</i>		
" " ..		<i>7"</i>		
" how constructed <i>like</i>		<i>Single plate</i>		
" double or single plate		<i>Single</i>		
" coupling, vertical or		<i>Horizontal</i>		
" horizontal				

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *D. K. Can be seen Rolled on Beams.*

Has the Steel been tested as required by the Rules? *Germanischer Lloyd*

EQUIPMENT No.

[illegible]


CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table No.		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 No.						
	Length.	Diam.	Statio- ons.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Fathoms.					Inch.	Fathoms.		Inch.	Tons.	Fathoms.	Inch.			
✓	206	1 7/8	✓	✓	✓	✓	✓	✓	✓	1 1/2			TOWLINE... (HAWSEERS & WARPS)	180	2 1/2	Steel wire							
										on each side			"	240	5	Kemp							
Iron Steam Chain or other	Not any.	Cir.			No Certificate, Cables are in excellent order.										Cir.			"	120	6	Kemp		

HAWSERS AND WARPS.

CHAIN CABLES.																				
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table.		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.	Struc- ture.	Break- ing Tons.	Supplied.	Per Rule.	Cwts.	qrs.	lbs.	Cwts.					Length.	Diam.		Fathoms.	Ins.	Fathoms.
✓	206	1 3/8	✓	✓	✓	✓	✓	✓	✓	✓	Link with two Swivel links on each side.			TOWLINE... HAWSEARS & WARPS	180	2 1/2	Steel wire	180	2 1/2	
✓	206	1 3/8	✓	✓	✓	✓	✓	✓	✓	✓	Link with two Swivel links on each side.			"	240	5	Kemp	240	5	
✓	206	1 3/8	✓	✓	✓	✓	✓	✓	✓	✓	Link with two Swivel links on each side.			"	120	6	Kemp	120	6	
Iron Steam Chain or	Not any.				No Certificate, Cables are in excellent order.															

Steering Gear, Steam *Steam Horizontal, good* Steering Gear, Hand *Yes aft, good*
Boats *Temporary for Trip*
to Melbourne only Steering Chains, Size and Test *1 1/8" good Spare set* Windlass *Horizontal Steam*
Ceiling in Holds, thickness and material *In No. 1 Pine 3"* Cargo Batts, thickness, material and spacing *6" x 1 3/4", 14" Sparing*
Cargo Hatchways.—(Upper Deck) *Two; Small, Plans + Angles* Thickness of Hatches *3"*
Size of No. 1 Hatchway (Forward) *6'-10" x 6'-6"* No. 2 *6'-10" x 6'-6"* No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____
Number of Shifting Beams and/or Fore and Afters *Nil* ✓ ✓ ✓

GENERAL DECLARATION This vessel was built by the Bremer Vulkan Kagesack, 6. 1911 and was used as the German Commissioners yacht at New Guinea See Germanischer Lloyd Register Book for 1912. Vessel built under S. S.  100 A with a Freeboard of 1-5. Eight w.t. Bulkheads are fitted to Main Deck, the Collision Bulkhead slips with others at Main Deck, New Owners Port Philip Pilot Service do not wish any Freeboard. The vessel has now been thoroughly surveyed in accordance with London Cable Instructions 13.1.25 and Page 23 of Rules. The materials used are apparently first class, and workmanship very good. No copies of Steel Tests or Anchor and Chain Cable Certificates are available these being lost when vessel was Commanded in 1915. The vessel is proceeding to Melbourne at which Port the Survey will be completed and duly reported by Melbourne Surveyors. On deck, upper, there are two flush bunter scuttles, also one for feeding a small hatch in Tween Decks. They are in good order Bayonet locked.

P.T.O.

The amount of Entry Fee £ 4 : 4 : -

Special Survey Fee.... £ 36 : 15 : -

Travelling Expenses, if any £ 1 : 1 : -

Cables to and from London. £2- 2-6.

State whether the Vessel has been built under Special Survey

Ha.M. Clay & Co. Agents of Shipping
Certificate to be sent to Melbourn

Fees applied for, 27th 1 1925

Received by me, 28th 1 1925

No

Date of issue 9/2/26

I am of opinion the Vessel should be Classed 100 A. 1.

A. C. Heran
Jas. C. Esquire
Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ FRI. 31 JUL 1925
Character assigned _____ No action

FRI. 9 OCT 1925

FRI. 9 JUL 1926

FRI. 4 FEB 1927.

