

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 AUG 1926

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

Port of LiverpoolNo. 90478Survey held at CheshireDate First Survey November 6th/25 Last Survey July 27th 1926On the (State of Machinery and Hull)S. S. "KARAKARA" (Screw - Forward + Aft)State Type (Full or Half or Complete Superstructure)Double Ended Screw SteamerState Type of Erections ✓TONNAGE under Tonnage Deck 518.04CLASS 100A 1st Class as condition of Class NoBuilt at Saltney CheshireDo. of space or spaces 6.61Length from fore part of stem to after part of stern } 187.00Launched 30th March 1926 and No. 414Total 524.65Breadth (greatest moulded) B 35.50Builders J. Crickton & Co.

Gross Tonnage

Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 14.00Owners Sydney Lewis Ltd.Register Tonnage 214.961st Longitudinal Number (L x D) = 2618Managers " " "

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

2nd Numeral L x (B + D) = 9256.5Residence Sydney N. S. W.

REGISTERED DIMENSIONS.

FEET.

Length 187.00Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.37Breadth 35.65Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.35Port of Registry Sydney N. S. W.Depth 13.15Do. Long Bridge to top of keel ✓Draught Moulded for range 6 Sydney 11.846

If surveyed while building, afloat, or in dry dock

Building & Afloat

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	<u>24</u>		Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<u>24</u>		" " Reversed Frame	<u>✓</u>	
" " in peaks.....	<u>24</u>		" " Vertical Struts	<u>✓</u>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>✓</u>	
Frame Amidships, Angle, <u>E-F</u>	<u>6 3 1/2 44</u>	<u>app. 6 x 3 1/2 44</u>	" " top Angles	<u>✓</u>	
" " Extends up to	<u>Upper DR.</u>		" " bottom Angles	<u>✓</u>	
Reversed Frame Amidships, Angle	<u>3 3 375</u>		Side Girders, No. each side and thickness	<u>✓</u>	
" " Extends up to	<u>Across floors</u>		Margin Plate depth (excl. of flange) and thickness	<u>✓</u>	
Depth of Framing Girder.....	<u>6</u>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<u>✓</u>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>✓</u>	
" " Second 'tween Decks, Angle, [or]	<u>✓</u>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<u>✓</u>	
" " Third " " " "	<u>✓</u>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	<u>✓</u>	
Framing in Peaks, Angle <u>E-F</u>	<u>6 3 1/2 44</u>	<u>app. 6 x 3 1/2 44</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/4 5 1/4 40 3 1/4</u>		INNER BOTTOM PLATING.		
State if Frame Joggled	<u>No.</u>		Breadth and thickness of Middle Line Strake ...	<u>✓</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<u>✓</u>		Thickness of remainder in Holds	<u>✓</u>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>✓</u>		Are the requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	<u>✓</u>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<u>19 1/2 34</u>		Uppermost Continuous Deck, amidships in Way, Angle, <u>E-F</u>	<u>6 3 1/2 375</u>	<u>6 x 3 1/2 375</u>
Height of Brackets at side above base line at toe of frame	<u>✓</u>		" " in way of Bridge, Angle, [or]	<u>✓</u>	
Middle Line Keelson, on Floors, Angle, <u>E-F</u>	<u>6 1/2 3 40</u>		Spacing	<u>24</u>	
" " Through Plate or Intercostal Plate	<u>36</u>		Second Deck, amidships, Angle, [or]	<u>✓</u>	
" " Foundation Plate on Floors	<u>✓</u>		Spacing.....	<u>✓</u>	
" " Flat Plate Keel Angles	<u>✓</u>		Third Deck, amidships, Angle, [or]	<u>✓</u>	
Side Keelsons, No. each side	<u>✓</u>		Spacing.....	<u>✓</u>	
" " thickness of Intercostal Plate...	<u>✓</u>		Fourth Deck, amidships, Angle, [or]	<u>✓</u>	
" " Angles	<u>✓</u>		Spacing.....	<u>✓</u>	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<u>✓</u>	
Solid Floors, thickness and spacing	<u>✓</u>		Spacing.....	<u>✓</u>	
" " Are Framed and Reversed Frame joggled?.....	<u>✓</u>		Bridge Deck, Angle, [or]	<u>✓</u>	
Bracket Floors, breadth and thickness at middle line.....	<u>✓</u>		Spacing.....	<u>✓</u>	
" " breadth and thickness at margin plate.....	<u>✓</u>		Forecastle Deck, Angle, [or]	<u>✓</u>	
			Spacing	<u>✓</u>	

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>One</i>						
„ in 'tween Decks, Size and Spacing.....			<i>✓</i>						
„ „ „ „ „			<i>✓</i>						
„ in Holds „ „			<i>3" Solis</i>						
„ „ „ „ „			<i>4 frame spaces</i>						
Centre Line Bulkhead.									
Stiffeners and Spacing.....	<i>4</i>	<i>3</i>	<i>1/4</i>						
Plating, thickness of	<i>32</i>	<i>30</i>	<i>28</i>						
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells.....			<i>38</i>	<i>40</i>					
„ „ „ „ in way of Bridge.....			<i>✓</i>						
„ Angle in Wells			<i>3 1/2</i>	<i>3 1/2</i>	<i>4 1/2</i>	<i>38</i>			
Thickness of Plating abreast Deck openings in way of Wells.....			<i>3/8</i>						
Thickness of Plating abreast Deck openings in way of Bridge			<i>✓</i>						
Thickness of Plating within line of openings...			<i>3/8</i>						
If Sheathed, material and thickness			<i>2 1/2</i>	<i>R.P.</i>					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...			<i>✓</i>						
Stringer Plate, breadth and thickness in way of Bridge.....			<i>✓</i>						
Thickness of Plating abreast Deck openings in way of Wells.....			<i>✓</i>						
Thickness of Plating abreast Deck openings in way of Bridge			<i>✓</i>						
Thickness of Plating within line of openings...			<i>3/8</i>						
If Sheathed, material and thickness			<i>2 1/2</i>	<i>R.P.</i>					
Third Deck.									
Stringer Plate, breadth and thickness.....			<i>✓</i>						
If Plated, state thickness.....			<i>✓</i>						
Fourth Deck.									
Stringer Plate, breadth and thickness.....			<i>✓</i>						
If Plated, state thickness			<i>✓</i>						
Poop Deck.									
Stringer Plate, breadth and thickness			<i>✓</i>						
Plating, Sheathing, material and thickness ...			<i>✓</i>						
Bridge Deck.									
Stringer Plate, breadth and thickness.....			<i>✓</i>						
Plating, Sheathing, material and thickness ...			<i>✓</i>						
Forecastle Deck.									
Stringer Plate, breadth and thickness.....			<i>✓</i>						
Plating, Sheathing, material and thickness ...			<i>✓</i>						

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?		RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.				Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.	
<i>Partners.</i> PLATE KEEL	<i>40</i>	<i>50</i>	<i>40</i>	<i>40</i>	<i>✓</i>	<i>2R</i>	<i>3/4</i>	<i>3</i>	<i>3R</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Strapped</i>
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes	<i>50</i>	<i>44</i>	<i>40</i>	<i>40</i>	<i>✓</i>	<i>2R</i>	<i>3/4</i>	<i>3</i>	<i>3R + 2R</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Strapped</i>
BILGE PLATING, No. of Strakes	<i>61</i>	<i>44</i>	<i>36</i>	<i>36</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
SIDE PLATING, No. of Strakes	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
UPPER DECK, Sheer-strake in Wells.....	<i>39</i>	<i>50</i>	<i>38</i>	<i>38</i>	<i>✓</i>	<i>2R</i>	<i>3/4</i>	<i>3</i>	<i>3R + 2R</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Strapped</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>61</i>	<i>48</i>	<i>36</i>	<i>36</i>	<i>✓</i>	<i>2R</i>	<i>3/4</i>	<i>3</i>	<i>3R + 2R</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Strapped</i>
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING												

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *Five*

„ Deck next below *✓*

As per Rule *Four.*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks	<i>N: 42</i>	<i>32/28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>30</i>	<i>✓</i>
„ „ Second	<i>N: 66</i>	<i>32/28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>30</i>	<i>✓</i>
„ „ Third	<i>N: 27</i>	<i>28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>30</i>	<i>✓</i>
„ „ Holds		<i>28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>26</i>	<i>✓</i>
COLLISION „ (in Hold)		<i>28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>26</i>	<i>✓</i>
AFTER PEAK „ „		<i>28</i>	<i>6 x 3 1/2 x 40 ft.</i>	<i>26</i>	<i>✓</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar	<i>Roller</i>	<i>7 x 2</i>	<i>✓</i>	<i>✓</i>
STEM	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>
STERN FRAME { Propeller Post	<i>Forging</i>	<i>6 1/2 x 4.</i>	<i>✓</i>	<i>✓</i>
{ Rudder „	<i>✓</i>	<i>5 3/4 x 4.</i>	<i>✓</i>	<i>✓</i>
RUDDER—A x D	<i>72</i>			
Speed of Vessel	<i>12 3/4 K.</i>			
RUDDER mainpiece at head ...	<i>Forging</i>	<i>6</i>	<i>✓</i>	<i>✓</i>
„ „ heel ...	<i>✓</i>	<i>4 1/2</i>	<i>✓</i>	<i>✓</i>
„ how constructed	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>
„ double or single plate	<i>Single</i>			
„ coupling, vertical or horizontal	<i>✓</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Swindon Iron Works, Bolton, England, D. Colville & Sons, Port Talbot Steel Co., South Wales, S. & S. Co., Cornhill Iron Co.,

Has the Steel been tested as required by the Rules? *Yes.*

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EQUIPMENT No.												LETTER	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, PER 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.			
16472	1st Bower ...	15	0	0	✓			16.5				✓	Martini Type	✓	Cy. 23/2/26 A Jones.
16473	2nd „ ...	15	0	0	✓			16.5				✓	Martini Type	✓	Cy 24/2/26 „
	3rd „ ...														
	Collective weight.														
41780	Stream	3	0	9	✓	3	12	5	12	0	21	✓	Ordinary	✓	C/MC. 31/3/26 P. C Pene.

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
29536	180	1 1/4	28/8	42/8	144.	2.21	✓	✓	✓	Shothead	✓	Cy. 23/2/26 A Jones	HAWSERS & WARPS	60	5	M/RN.	✓	✓
														45	5	"	✓	✓
Iron Stream Chain or Steel Wire	60	3/8	42/20	9.50.0	14.0.0	✓	✓	✓	Cir.	Shothead	✓	C.MC. 3/3/26 P.C. Pene	"	40	3 1/2	"	✓	✓

Steering Gear, Steam *Rogers* *Stockton or Less* Steering Gear, Hand *Rogers* *Stockton or Less*.

Boats 1 at 17' 9" x 6.5 x 2.9

Boats 1 at 19' 1" x 6.5 x 2.5 Steering Chains, Size and Test *3/4 Dia. (Shot Head) T.C. 6.15.0.0* Windlass *Clark Chapman (for voyage only)*

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓

Cargo Hatchways.—(Upper Deck) ✓ Thickness of Hatches ✓

Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

FOR J. CRICHTON & CO. LTD.

Builder's Signature

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and instructions as well as with the printed rules.*

The material and workmanship are good.

A Freshboard of 3' 1 1/2" has been assigned for the voyage to Sydney N. S. W. and the marks verified and cut in on the vessel's sides.

The weather deck, all transverse and buoyancy tank bulkheads have been satisfactorily tested

The vessel is fitted with a single screw and rudder forward and aft and has been suitably hoarded up and prepared for the voyage to Sydney N. S. W.

The following plans are forwarded with this report :- *Imperial Section, Profile & Deck,*

Sister Vessels = LURGURENA, LIV. RPT. N° 88601 + KALANG, LIV. RPT N° 90094.

The amount of Entry Fee £ 4 : 0 : 0

Special Survey Fee.... £ 52 : 10 : 0

Freshboard Fee £ 4

Travelling Expenses, if any £ 4 : 2 : 6

Fees applied for,

9 JULY 1926

Received by me,

4/9/26

I am of opinion the Vessel should be Classed

100 A - For Ferry Service in Sydney Harbour N.S.W.

State whether the Vessel has been built under Special Survey

Yes.

Signature

Geo. L. Doyle & John Dykes
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue

7/9/26.

Committee's Minute

LIVERPOOL 30 JULY 1926

Character assigned

+100 A-

For Ferry Service in Sydney Harbour, N.S.W.

+ L.M.C. 7.26.C.L.

Elec. Light

When fee is paid.



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004535-004545-0205 2/2

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.)

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

1st Bower
2nd "
3rd "

8. 1. 0
8. 1. 0

A Jones
A Jones

5216
5219

22/2/26
22/2/26

Weight of Anchor 1 lb. & 1/2 lb. Shank 5. 1. 0

9. 3. 0

5. 1. 0

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

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1 DE. (Stk + W. S.)*

Official No. ☒ ; Signal Letters ☒ Is bottom of Vessel coated with cement *Yes* if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
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. *1192*

Date

18/3/1926.

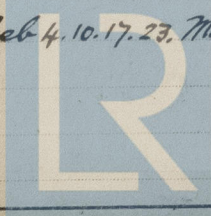
Dates of Surveys held while building

1925.

Nov 6. 13. 20. 26. Dec 3. 11. 21.

1926.

Jan 6. 19. 23. Feb 4. 10. 17. 23. Mar 2. 11. 16. 30. Apr 9. 29. May 7. July 7. 26. 27.



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Foundation
Total No. of Visits *24.*