

2m. 12.32.

W1005-0068

FREEBOARD REPORT on the

PORT MELBOURNE

It is submitted the Freeboards given on the accompanying form, being those ~~complying with the tables~~ <sup>conforming to a summer draught of 31' 11" 30" 9 1/4"</sup>, merit approval, the same to be marked on the vessel's sides, inserted in the certificate of classification, and recorded in the Register Book. Subject to

1. The tonnage opening in the upper deck, the freeing ports in the tonnage well and all other openings from the upper deck (including those in the tonnage well) being permanently closed.
2. Any sanitary discharges from the upper deck spaces being fitted with ~~an~~ automatic screw-down non-return valve controlled from the upper deck.
3. Adequate provision being made for fitting lifelines which in all parts of the ship that might have to be used by the crew in the regular working thereof.
4. The watertight bulkheads should be extended to the upper deck. If this is not done a notation will be required in the Register Book regarding their omission in the upper deck. The upper deck should be



drained to the bilges. If the W.T. bulkheads are not extended to the Chelton No. 1  
Scupper pipes fitted on each side of the ship at the fore and aft ends  
of the machinery space will suffice, provided water can drain freely  
to the fore and aft ends of the twin deck space to these scupper pipes.

The assignment letter should be sent to Sydney Dunlop  
who should satisfy themselves that all arrangements are efficient  
only the appliances for closing the hatchways and other openings in  
the Chelton Deck.

The Surveyors should report fully on the alterations and  
construction (contd.) giving the dimensions of the fore-castle (with  
and place a copy on board the ship and the time of doing appearance  
of the Surveyors should be requested to issue a proposal  
valid for six months, when the conditions of assignment have been  
completed with and the fore-castle washed and verified.

The following cablegram should be sent to the Sydney  
Surveyors. (See common <sup>public</sup> telegram for this vessel and the Port  
Caroline and Port Moresby.

T.O. done (W.E.)



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