

WRECK SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **23616**
(For London Office only.)

13 SEP 1932

No. **559**
 Rpt. C.11. *Port Melbourne 23443*
 having *Complete Superstructure with Tonnage Opening*
Port of Survey *London*Date of Survey *12 Sept, 1932*Name of Surveyor *W. T. Hudson*
 Particulars of Classification *7100 A.1. Rella*
S.S. Lon No 3-9-26
S.S. Lon No 1-30 *all with freeboard*

 (Type of Superstructures.) *By T.L. 3.11.38*
 Ship's Name *"PORT SYDNEY"* Nationality and Port of Registry *BRITISH LONDON* Official Number *136660* Gross Tonnage *9129* Date of Build *1914-4*
 Moulded Dimensions: Length *449.5'* Breadth *63.0'* Depth *36.5'*
 Moulded displacement at moulded draught = 85 per cent. of moulded depth *21298* tons
 Coefficient of fineness for use with Tables *763*

 Depth for Freeboard (D)
 Moulded depth ... *36.5*
 Stringer plate *.50* ... *.05*
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
 Depth for Freeboard (D) = *36.55*

 Depth correction
 (a) Where D is greater than Table depth
 (D - Table depth) R =
 $(36.55 - 33.30) 3 = 9.75$
 (b) Where D is less than Table depth (if allowed)
 (Table depth - D) R =
 If restricted by superstructures

 Round of Beam correction
 Moulded Breadth (B) *63*
 Standard Round of Beam = $\frac{B \times 12}{50} = 15.12$
 Ship's Round of Beam = *15 1/2*
 Difference *Excess 38*
 Restricted to
 Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L_1} \right) = \frac{38^2}{4} \times \frac{1}{1} = 361$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>162.04</i>	<i>162.04</i>	<i>8'8"</i>		<i>162.04</i>
" overhang ...			<i>+3 1/4</i>		
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>332.80</i>	<i>332.80</i>	<i>8'8"</i>		<i>332.80</i>
" overhang aft ...			<i>3/4</i>		
" overhang forward ...					
Fore enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	<i>4.66</i>	<i>2.33</i>	<i>8'8"</i>		<i>2.33</i>
" forward ...					
Total ...	<i>499.5</i>	<i>497.17</i>			<i>497.17</i>

 Standard Height of Superstructure *7.5*
 " " R.Q.D.
 Deduction for complete superstructure *4.2*
 Percentage covered $\frac{S}{L} = 100$
 " " $\frac{S_1}{L} = 99.54$
 " " $\frac{E}{L} = 99.54$
 Percentage from Table, Line A. *99.43*
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B.
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than 2L (if required)
 Deduction = $4.200 \times 99.43 = 41.76$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>59.95</i>	1		<i>59.95</i>	<i>64 3/4</i>	<i>82.00</i>	1		<i>82.00</i>
1/4 L from A.P. ...	<i>26.68</i>	4		<i>106.72</i>	<i>29.4</i>	<i>36.49</i>	4		<i>145.96</i>
3/4 L " ...	<i>6.59</i>	2		<i>13.18</i>	<i>8.4</i>	<i>9.02</i>	2		<i>18.04</i>
Amidships ...		4					4		
3/4 L from F.P. ...	<i>13.19</i>	2		<i>26.38</i>	<i>11.9</i>	<i>13.80</i>	2		<i>27.60</i>
1/4 L " ...	<i>53.36</i>	4		<i>213.44</i>	<i>49.0</i>	<i>55.85</i>	4		<i>223.40</i>
F.P. ...	<i>119.90</i>	1		<i>119.90</i>	<i>108 1/4</i>	<i>125.50</i>	1		<i>125.50</i>
Total ...				<i>539.57</i>	<i>+17.8</i>				<i>622.50</i>

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{82.93}{18} (.75) = -1.15$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

 Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

 Ft.
 Depth to Freeboard Deck = *36.55*
 Summer freeboard = *6.27*
 Moulded draught (d) = *30.28*

 Deduction for Tropical freeboard and addition for
 Winter freeboard = $\frac{d}{4}$ inches = *7.57* *7 1/2*
 Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 20825$

Tons per inch immersion at summer load water line

T = *63*Deduction = $\frac{\Delta}{40T}$ inches= *8.27*
= *8 1/4*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{763 + 68}{136}$
 Depth Correction ... *9.75*
 Deduction for superstructures ... *41.76*
 Sheer correction ... *1.15*
 Round of Beam correction ...
 Correction for Thickness of Deck amidships ...
 Other corrections, scantlings, etc. ...

	+	-
Depth Correction	<i>9.75</i>	
Deduction for superstructures		<i>41.76</i>
Sheer correction		<i>1.15</i>
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	<i>9.75</i>	<i>42.91</i>

Summer Freeboard = *75.23*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood*, Steel, Deck:—
 Tropical Fresh Water Line above Centre of Disc ... *15 3/4*
 Fresh Water Line " " ... *8 1/4*
 Tropical Line " " ... *7 1/2*
 Winter Line below " " ... *7 1/2*
 Winter North Atlantic Line " " ...

 Tropical Fresh Water Freeboard ... *6' - 3 1/4"*
 Fresh Water " " ... *4' - 11 1/2"*
 Tropical " " ... *5' - 7"*
 Winter " " ... *5' - 7 3/4"*
 Winter North Atlantic " " ... *6' - 10 3/4"*

 MARKING FORM
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 27 OCT 1934

 MARKING FORM
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 27 OCT 1934

 Lloyd's Register
 MARKING FORM
 RECEIVED
 22 OCT 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS													
SUPERSTRUCTURE DECK							FREEBOARD DECK						
Description of Hatchway	Nº1	Nº2	Nº3	Nº4	Nº5	Nº6	Nº1	Nº2	Nº3	Nº4	Nº5	Nº6	Nº6
Dimensions of Hatchway	19-6x18-6	25-8x18-6	16-4x18-6	23-4x18-6	21-0x18-3	18-6x18-6	19-6x18-6	25-8x18-6	21-0x18-6	23-4x18-6	21-0x18-3	18-6x18-6	18-6x18-6
COAMINGS	Height above Deck	30	30	30	30	30	12	12	12	12	12	12	12
	Thickness	44	44	44	44	44	44	44	44	44	44	44	44
	Stiffeners	40	40	40	40	40	40	40	40	40	40	40	40
	Brackets, Stays	—	—	—	—	—	—	—	—	—	—	—	—
HATCH BEAMS	Number	4	5	3	5	5	3	5	4	5	5	5	5
	Spacing	3-10½	4-3½	4-1	3-10½	3-4	3-0½	4-10½	4-3½	4-2½	3-10½	3-4	3-0½
	Scantling and Sketch	3T 12x6x55	3T 12x6x55	2T 12x6x55	3T 12x6x55	2T 12x6x55	3T 12x6x55	1T 10x6x60	3T 10x6x60	2T 12x6x55	1T 10x6x60	2T 12x6x55	3T 12x6x55
	Bearing Surface	ONE, P.L. 39x24 x 40	Two, AS Nº1	ONE, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1	Two, AS Nº1
FORE AND AFTERS	Number												
	Spacing												
	Unsupported Lengths												
	Scantling* and Sketch												
HATCH COVERS	Material	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE	W. PINE
	Thickness	2½	2½	2½	2½	2½	2½	2½	2½	2½	2½	2½	2½
	How fitted	F&A	F&A	F&A	F&A	F&A	F&A	F&A	F&A	F&A	F&A	F&A	F&A
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Spacing of Cleats		24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"
Number of Tarpaulins		2	2	2	2	2	NONE	NONE	NONE	NONE	NONE	NONE	NONE
<p>*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/></p> <p>Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/></p> <p>Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/></p>													

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle vents & funnel in efficient condition!
 Engine Pk light efficiently constructed.
 No steel hinged flaps fitted to after fiddle gratings. *hemanently attached*
 Loose steel covers fitted to fore fiddle gratings.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

None.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

36 vents 2-9" x 15" to 21" x 40" to hold etc
 Ventilators fitted with wood plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

28 C.I. Air pipes 2-2 to 2-6 x 2½" diam to d.b. tanks etc
 No closing appliances fitted.

Particulars of Gangway Cargo and Coaling Ports:—

10 W.T. Cargo Doors (5P+5S) 5-6x4-0" to upper tween decks.
 W.T. Meat ports to Nº 1, 2, 4 & 5 lower tween decks (4P+4S) 2-0 x 2-0"
 The above W.T. doors all strongly constructed.



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8 DEC 1941

Rpt. C. 11 (Contd.)

Index No. _____

Lloyd's Register of Shipping.

Ship's Name "PORT SYDNEY"

Official No. ~~136860~~
136860

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines
in _____

The meatports in Nos. 2, 4 & 5 tween decks (P. & S.) have been permanently closed.

W. Robinson 12/41.

SURVEYOR TO LLOYD'S REGISTER.

Noted LRB

8 DEC 1941

DETAIN



29 MAY 1941

Rpt. C. 11 (Contd.)

Index No.

Lloyd's Register of Shipping.

Ship's Name "PORT SYDNEY".

Official No. 136660.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines

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At this time the vessel has been converted from "open" shelter deck type to "closed" shelter deck type and the various conditions of assignment have been carried out in accordance with Secretary's letter M. dated 23rd April, 1941, as follows:-

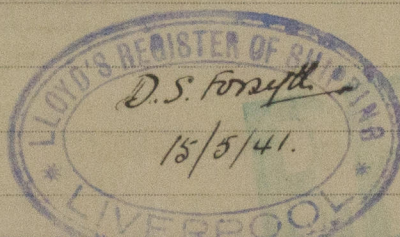
1. The tonnage opening has been converted to an ordinary type of hatch by fitting a strong steel coaming, 30" height above deck, complete with hatch rest angles and $2\frac{1}{2}$ " thick wood covers laid fore & aft, complete with cleats (spaced 24" apart), battens and 2 tarpaulins, and wood wedges accordingly. In addition a strong athwartship portable hatch beam fitted complete with sockets. The freeing ports in tonnage well & all overboard scuppers from the shelter tween decks including those from the tonnage well have been permanently closed.
2. No sanitary discharges existing from spaces below the Shelter deck, but at forward end in crew accommodations spaces below shelter deck, existing scuppers with storm valves at outer ends discharge overboard. Owing to the inability to obtain & fit screw down automatic non-return valves controlled from the Shelter deck in the time available, the existing arrangement of accessible positive action screwed stop plugs at the inner ends of the scuppers are considered efficient as a temporary measure meantime.
3. Suitable provision has been made for rigging lifelines in all parts of the ship which might have to be used by the crew in the regular working thereof.
4. The deadlights of side scuttles in cargo spaces below the shelter deck are secured with square head nuts and cannot be operated without consent of the Master of the Ship.

The Watertight bulkheads not extending to the shelter deck, the shelter tween deck spaces have now been fitted with $3\frac{1}{2}$ " dia. scupper pipes in way of machinery spaces and the No. 6 spaces (.P. & S.) draining to the engine room & hold bilges respectively for the efficient drainage of these spaces. Necessary holes cut to permit of free access for water to drain from the after & forward ends to these scupper pipes.

The condition of the ship, & the efficiency of the arrangements particularly the appliances for the closing of hatchways & other openings in the shelter deck, together with the securing watertight of the doors in the ships' sides have been examined and considered efficient.

A copy of the above has been supplied to the Owners to be placed on board the ship for attachment to the Load Line Report.

Noted
S.W.B.
29 MAY 1941



SURVEYOR TO LLOYD'S REGISTER.



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Lloyd's Register

W412-0247(3/5)

Lloyd's Register of Shipping.

Ship's Name

"PORT SYDNEY"

Official No. 136660

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines
in SEPT., 1932.

Two bunker hatches were noted on the boat deck:

Forward cross bunker hatch: 18'6" x 4'0", x 30" coaming
3" rest bars, 3" wood covers,
cleats and battens and 2
tarpaulins.

After cross bunker hatch. 15'6" x 5'0" x 30" coaming
3" rest bars, 3" wood covers,
cleats and battens and 2
tarpaulins.

(Liv., Feb/Mar., 1940).

Noted
6/10/3
8/2/40

RETAIN



Port Sydney

Particulars of Scuppers and Sanitary Discharge Pipes:—

Six scuppers each side from Superstructure deck discharging below deck. ✓
Six scuppers each side from Freeboard deck, wood plugs at inner end, no storm valves fitted.
All sanitary discharge pipes fitted with storm valves at outer end & efficient traps inboard.

Particulars of Side Scuttles:—

All side scuttles of substantial construction. ✓ All dead lights now in good condition.
~~Several hinged deadlights to upper tier decks missing & others in this space, broken.~~

Particulars of Guard Rails:—

7' cle 3-9 1/4" x 4-3 apart x 4 rods
Superstructure 3-9 1/4" x 4-0 " x 4 rods.
Steel bulwarks on Superstructure 3-9 high, efficiently constructed & supported.

Particulars of Gangways, Lifelines, etc.:—

None.

RETAIN

Particulars of Freeing Arrangements.

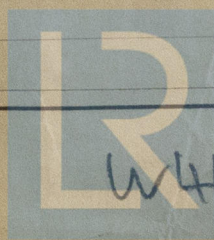
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well { TONNAGE OPENING ...	4'-8"	8'-8"	1'-6" x 1'-4"	One	25 sq ft	✓
Forward Well ...						
State position of each freeing port ... After Well:— Forward end of Tonnage opening. Height above deck 16" (E. and A. position and height above deck edge) Forward Well:— State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Steel hinged shutter, with screw up dogs, fittings, for same permanently attached to shutter Additional area where sheer is less than standard. No bar in way of openings						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	✓	28	3 x 2 1/2 x 34	2'-10" to 3'-6"	None	ONE 6'-7" x 4'-6" ONE 6'-7" x 3'-6"	NONE	8'-8"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	✓	28	3 x 2 1/2 x 34 AND ALTERNATE RIPS 6 x 3 x 40	2'-10"	B.A.S. AT T & B	ONE 6'-7" x 4'-6" ONE 6'-7" x 3'-6"	NONE	8'-8"
Bridge, Forward Bulkhead ...								
Forecastle Bulkhead (ON FB. D.K.) ...	34	30	4 x 3 x 34	2'-6"	None	5'-3" x 2'-0"	14"	4'-9"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...	40	32	3 1/2 x 3 x 44	3'-3"	B.A.S. AT TOP	5'-3" x 2'-3"	15"	8'-7"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	40	30	4 x 3 x 40	3'-3"	None	None	✓	8'-8"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	Weather boards in riveted channels full height of openings. ✓
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	Weather boards in riveted channels full height of openings. ✓
Bridge, Forward Bulkhead ...	
Forecastle Bulkhead (ON FB. D.K.) ...	Steel hinged door operated from both sides. ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks ...	Solid 2" thick door & steel hinged door operated from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	✓ No openings.
Deckhouses on Flush Deck Ships ...	

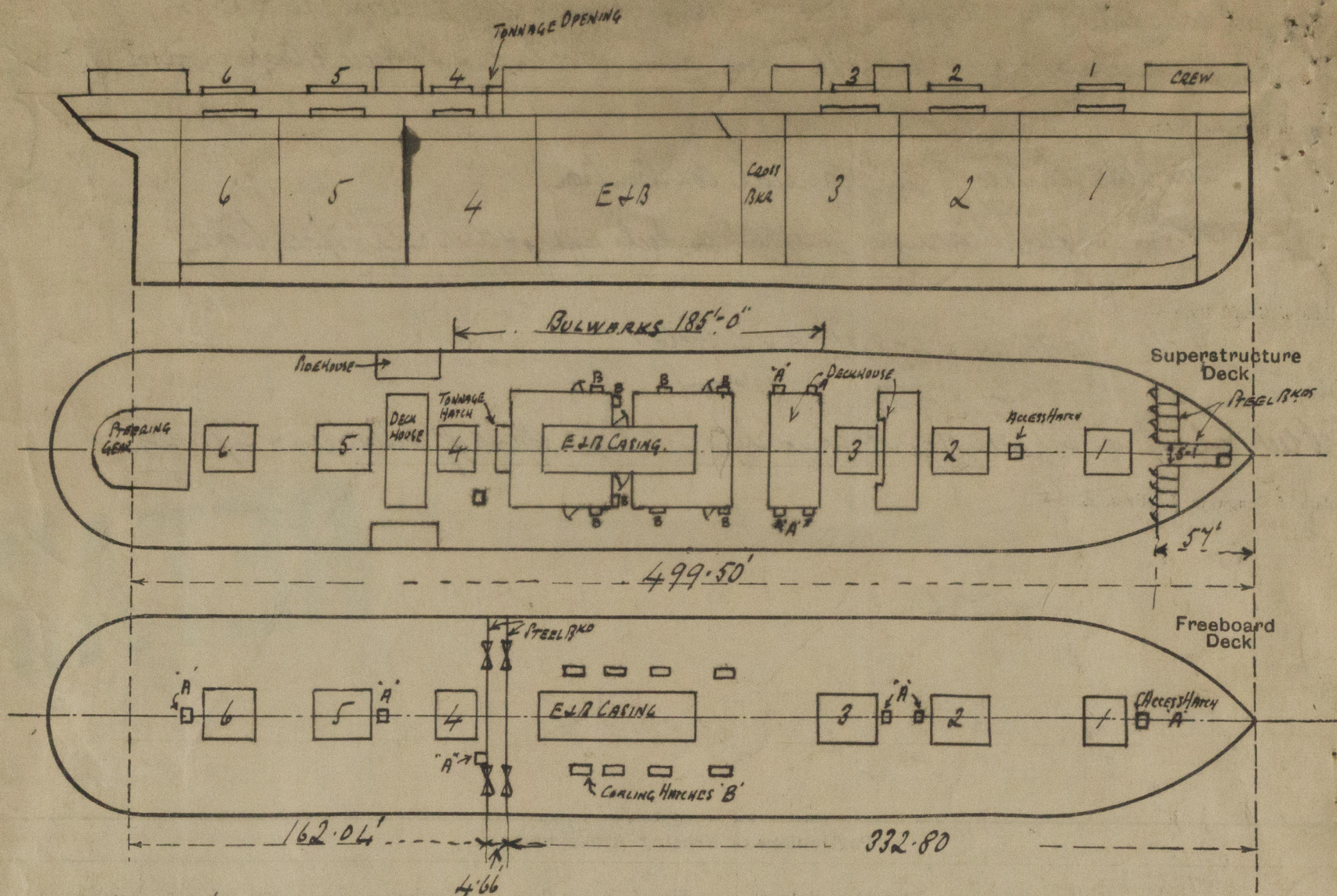


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W42-0247(5/5)

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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



T.P.1 30' = 62
 29' = 61.8
 28' = 61.6

State any special features in the construction of the ship:—

Superstructure deck sheathed with 3" pitch pine. Freeboard deck steel only.
 — SMALL HATCHWAYS —

POSITION	Nº	SIZE	COMINGS	BATTENING DOWN ARRANGEMENTS
SUPERSTRUCTURE D ^K TO FLE STORE	1	4-0 x 3-3	15" x 40	Wood cover, cleats, battens, tarpaulins etc.
" " FOR ^O OF N ^O 2 HATCH	1	2-0 x 2-0	2-3 x 40	Steel hinged cover with bolts & butterfly nuts.
" " IN WAY OF DECK HOUSE A	4	2-2 x 1-8	18" x 40	Wood cover, cleats, battens, tarpaulins etc.
" " " " " B	8	4-7 x 2-5	18" x 40	" " " " " " "
" " FOR ^O OF N ^O 4 HATCH	1	2-10 x 2-0	20" x 40	" " " " " " "
FREEBOARD D ^K A	6	3-0 x 1-8	9" B.A.	Wood cover & cleats No battens or tarpaulins provided.
" " B	8	4-4 x 2-8	19" x 40	" " " " " " "

Vessel afloat & survey confined to the above.
 (Vessel at present laid up in the River Blackwater)

Builder's name and yard number Workman Clark & Co. Ltd. N^O 329

Names of sister ships Port Melbourne

Owners Commonwealth & Dominion Line, Ltd.

Fee £ 17 : 0 : 0

Received by me

EXPENSES — : 12 : 0

13 SEP 1932



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