

Gross Tonnage 224
deck. See Sec. 3 (1c)

Steel Screw Steamer "UNA" (ex "KOMET") No. 85731 in the Register Book, built at Vegesack by the Bremer Vulcan in 1911, and classed with the Germanischer Lloyd + 100A with Freeboard. The Owners of the vessel were the Landefiskus des Schotzgebietes Deutsch Neu-Guinea.

Rule Dimensions:- 190.1 x 31.1 x 23.3 to upper deck.

Scantling Nos: 4430 and 10365

Proportions: Length = 8.16 depths to upper deck.

This vessel was captured during the war and was subsequently used for patrol work in Australia.

She has now been purchased from the Government by the Port Philip Sea Pilots, who intend to use her as a pilot steamer and desire the Society's classification.

The Sydney Surveyors have forwarded a First Entry Report and plans of midship section, profile and decks, pumping arrangements, stern frame and rudder and shafting for consideration.

The vessel has the appearance of a large steam yacht, having superstructure fore and aft with deckhouses and casings above, over the midship half length. The bulkheads, eight in number, extend only to the 2nd deck.

It is submitted that in view of the large number of bulkheads fitted (eight instead of four) and the special service on which the vessel is to be employed, no objection need be taken to the height to which the fore peak bulkhead extends.

It is further submitted that the scantlings and arrangements have been examined and compared with the requirements of the Rules, and, on completion of the survey, are such as could be recommended to the Committee for the class 100A- "With freeboard" "Pilot Vessel", the freeboard corresponding to a draught of 15'4½" (the draught desired). This draught is about 4'6" less than could be obtained for a

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full scantling vessel and about 6" less than could be obtained as a complete superstructure vessel.

The Surveyors should, however, forward full particulars on Form 11b for freeboard assignment and should state the distance from top of keel to the lower edge of the lowest sidelight, and should also give full particulars of all overboard discharges which may affect the assignment. They should be informed that several sidelights are indicated on the profile sketch below the desired loadline, and these will require to be removed and the spaces closed with riveted plates, otherwise the draught will be restricted to 6" below the lower edge of the lowest sidelight.

See separate endorsement for equipment.

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re. Machinery.*

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