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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

25th March 1925.

Dear Sir,

I duly received your letter of the 2nd ultimo forwarding First Entry Reports on hull and machinery together with plans of the S.S. "UNA" ex "KOMET", from which it is noted that this vessel has been surveyed at your port with a view to classification with this Society, having been purchased by the Port Phillip Sea Pilots and intended to be employed as a pilot steamer.

It is noted that the bulkheads extend only to the second deck, but it is considered that, in view of the large number of bulkheads fitted (eight instead of four) and the special service proposed, no objection need be taken to the height to which the fore peak bulkhead extends.

The scantlings and arrangements have been examined and compared with the requirements of the Rules, and are found to be such as could be recommended to the Committee, on completion of the survey, for the class 100A¹ "With Freeboard" "Pilot Vessel", the freeboard corresponding to the desired draught of 15'4¹/₂".

I shall be glad if you will arrange for full particulars to be forwarded on Form 11b for freeboard assignment, and for the following information to be furnished:

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- (1) The distance from top of keel to lower edge of lowest sidelight;
- (2) Full particulars of all overboard discharges which may affect the freeboard assignment.

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.

If the Figure 1 for equipment is desired, it will be necessary to obtain the certificates for the anchors and cable at present on board, or to have them submitted for test, and in addition to provide one bower anchor (stockless) of $23\frac{1}{2}$ cwt., one stream anchor of 6 cwt. ex stock, 23 fathoms of $1\frac{3}{8}$ " chain cable, and 60 fathoms of $3\frac{1}{8}$ " steel wire complete with test certificates.

With regard to the machinery I have to state that the sizes of shafting as given on the First Entry Report are such as could be approved for a working pressure of 180 lbs. per square inch; the pressure to which the safety valves on all main boilers have been adjusted, the pumping arrangements as shewn on the plan and detailed on the First Entry Report are also in order provided a $2\frac{1}{2}$ " donkey pump direct suction to the engine room bilges be fitted as recommended by you.

Your report No. 8572 on the boilers of this vessel has now come to hand, and the boiler will be accepted for

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the working pressure of 180 lb. per square inch.

I am, Dear Sir,

Yours faithfully,

Secretary.

A.C.Heron, Esq.,

SYDNEY, N.S.W.



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Foundation

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