

STEEL ~~STEAMER~~ MOTORSHIP.

16 APR 1936

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YES.State if Report is sent on the Machinery of the Vessel YES.

Date of completion of report

14. 4. 36

Port of

GLASGOW.

No. 56871

Survey held at BOWLING.

Date First Survey

5th Sept 1935

Last Survey

8th April

1936

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW "BABINDA"

(MACHINERY AFT)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

FULL SCANTLING.

State Type of Erections R.O.D., BR² & fode.TONNAGE under Tonnage Deck... 436.6CLASS 100A1State if with freeboard as condition of Class NoBuilt at BOWLINGDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 174.5Launched 5th FEBRUARY 1936 Yard No. 337Total 436.6

Breadth (greatest moulded)

B 30.0Builders SCOTT & SONS.Gross Tonnage 659.08

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 12.5Owners AUSTRALASIAN UNITED STEAM NAV. CO. LD.Register Tonnage 325.161st Longitudinal Number (L x D) = 2181.25Managers ✓

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

2nd Numeral L x (B + D) = 7416.25UPP D² 10.08Residence 122 LEADENHALL STREET LONDON E.C.3.REGISTERED DIMENSIONS.
FEET.Length 175.20

Framing Depth "d," at middle of length. See Sec. 3 (1d)

R.O.D² 13.84

Proportions—Depth to Length—Uppermost continuous deck to top of keel

UPP D² 13.96
R.O.D² 10.72Port of Registry MARYBOROUGH.Breadth 30.10Do. Long Bridge to top of keel ✓

If surveyed while building, afloat, or in dry dock

Depth 10.80Draught Moulded 12.4 1/2BUILDING, AFLOAT & ON SLIP.

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>22"</u>	<u>✓</u>	Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<u>22"</u>	<u>✓</u>	" " Reversed Frame	<u>✓</u>	
" " in peaks	<u>22"</u>	<u>✓</u>	" " Vertical Struts	<u>✓</u>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>32"</u>	<u>36</u>
Frame Amidships, Angle, <u>—</u> <u>R.O.D² 5 3 '29</u> <u>UPP D² 4 1/2 3 '27</u>			" " top Angles <u>DOUBLE</u>	<u>3</u>	<u>3 '32</u>
" " Extends up to <u>WEATHER DECK.</u>			" " bottom Angles	<u>3</u>	<u>3 '36</u>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<u>1</u>	<u>2 '28</u>
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>3</u>	<u>3 '38</u> <u>3 x 3 x '28</u>
Frames in Uppermost Continuous 'tween Decks, Angle, <u>—</u> or <u>—</u>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>3</u>	<u>3 '38</u> <u>3 x 3 x '28</u>
" " Second 'tween Decks, Angle, <u>—</u> or <u>—</u>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>31</u>	<u>EVERY 2ND</u>
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>31</u>	<u>EVERY 2ND</u>
Framing in Peaks, Angle or <u>—</u>	<u>4 1/2 3 '27</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>2.8</u>	<u>2.9 x 30</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/4 R 2 5 1/4</u>	<u>✓</u>	INNER BOTTOM PLATING.		
State if Frame Joggled	<u>No.</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>39"</u>	<u>32</u>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>STEEL DECK AS APP^d.</u>		Thickness of remainder in Holds		<u>28</u>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>INTER² B.A. FRAMES. 4 1/2 x 3 x 27. ADDITIONAL INTER² GIRDERS. 2 STRAKES OF BOTTOM P&S 39' FOR² OF 12 LTH.</u>	<u>✓</u>	Are Rule 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>SINGLE BOTTOM</u>		Uppermost Continuous Deck, amidships in Well, Angle, <u>—</u> or <u>—</u>	<u>6</u>	<u>3 '34</u>
Height of Brackets at side above base line at toe of frame	<u>IN WAY</u>		" " in way of Bridge, Angle, <u>—</u> or <u>—</u>	<u>5</u>	<u>3 '34</u>
Middle Line Keelson, on Floors, Angles, <u>—</u> or <u>—</u>	<u>OF</u>		Spacing	<u>EVERY FRAME</u>	<u>✓</u>
" " Through Plate or Intercostal Plate	<u>MACHINERY</u>		<u>R.O.D²</u> Second Deck, amidships, Angle, <u>—</u> or <u>—</u>	<u>6</u>	<u>3 '32</u>
" " Foundation Plate on Floors	<u>SPACE AS</u>		Spacing	<u>EVERY FRAME</u>	<u>✓</u>
" " Flat Plate Keel Angles	<u>APP^d.</u>	<u>✓</u>	Third Deck, amidships, Angle, <u>—</u> or <u>—</u>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, <u>—</u> or <u>—</u>		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>—</u> or <u>—</u>		
Solid Floors, thickness and spacing	<u>28 EVERY FRAME</u>	<u>✓</u>	Spacing		
" " Are Frame and Reversed Frame joggled?	<u>No</u>	<u>✓</u>	Bridge Deck, Angle, <u>—</u> or <u>—</u>	<u>5 1/2</u>	<u>3 '32</u>
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Spacing	<u>ALT. FRAMES.</u>	
" " breadth and thickness at margin plate	<u>✓</u>		Forecastle Deck, Angle, <u>—</u> or <u>—</u>	<u>6 x 3 x 31</u>	<u>ANG EVERY FRAME UNDER WINCHES & 6 x 3 x 31 1/2 ON ALT FR. FORWARD.</u>
			Spacing		

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>1 Row</i>	<i>BUILT PILLARS</i>			Stringer Plate, breadth and thickness in way of Bridge	✓		
" in 'tween Decks, Size and Spacing.....	<i>AT HATCH CORNERS</i>			Thickness of Plating abreast Deck openings) <i>in way of Wells</i>		<i>'30</i>	
" " " " "	<i>AND AT CENTRE LINE</i>			Thickness of Plating abreast Deck openings) in way of Bridge	✓		
" in Holds " "	<i>AS PER APPO.</i>			Thickness of Plating within line of openings...		<i>'29</i>	
" " " " "	<i>PLAN.</i>			If Sheathed, material and thickness	✓		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....			
Plating, thickness of	✓			If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>51"</i>	<i>'33</i>	<i>✓ 49"</i>	If Plated, state thickness			
" " " " in way of Bridge	<i>51"</i>	<i>'38</i>	<i>✓ 49"</i>	Poop Deck.			
" Angle in Wells	<i>3½</i>	<i>3½</i>	<i>'33 ✓</i>	Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings) in way of Wells		<i>'30</i>	<i>✓</i>	Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings) in way of Bridge	<i>'35 & '26 SHEATHED WITH 2½ N.P.</i>		<i>✓</i>	Bridge Deck.			
Thickness of Plating within line of openings...	<i>'30 FORWARD</i>		<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>60"</i>	<i>'26</i>	
If Sheathed, material and thickness	✓			Plating, Sheathing, material and thickness ..	<i>SHEATHED 5x8 p.p.</i>		<i>TIES 12x'26</i>
R. QB Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	<i>49½</i>	<i>'33</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>24"</i>	<i>'26</i>	
				Plating, Sheathing, material and thickness ..	<i>'30 PLATING IN WAY OF WINCHES. TIES '26 & '30 SHEATHED 5x5 pitch pine.</i>		

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <u>ORDINARY.</u>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	39"	65	41	41	✓ 39" x 45	DOUBLE	3/4	3 1/4	✓ 3R F&A	3/4	2 5/8	STRAPPED.
" DBLS. (if any)	2 STRAKES BOTTOM PLATING (P&S) FORWARD OF 1/2 LTH. 39 ✓											
BOTTOM PLATING, No. of Strakes 2.....	A	35	33	55	✓	DOUBLE	"	"	2R ✓	"	"	LAPPED.
BILGE PLATING, No. of Strakes 1.....		35	31	31	✓	"	"	"	2R ✓	"	"	"
SIDE PLATING, No. of Strakes ... 1 & 2.....		35	31	31	✓	SINGLE	"	"	2R ✓	"	"	"
UPPER DECK, Sheer-strake in Well.....	51"	75 AT BREAK.	31	31	✓ 46 1/4"	"	"	"	3R - 2R ✓	"	"	"
UPPER DECK, Sheer-strake in Bridge ...	39"	38		31	✓	"	"	"	2R ✓	"	"	"
STRAKE BELOW Sheer-strake in Well.....	45"	44	31		✓	"	"	"	3R - 2R ✓	"	"	"
STRAKE BELOW Sheer-strake in Bridge ...	51	38		31		"	"	"	2R ✓	"	"	"
POOR SIDE PLATING.....												
BRIDGE SIDE PLATING ...			38	26	✓	"	"	"	2R ✓	"	"	"
FOREC'TLE SIDE PLATING			26			"	"	"	1R ✓	"	"	"

WATERTIGHT BULKHEADS.

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

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

Deck next below ☒

As per Rule *THREE.*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar ✓				
STEM	ROLLED STEEL.	7" x 1 1/4"		
STERN FRAME {	Propeller Post WA FORGING	6" x 3 3/8"	T. S. FOSTER	
{	Rudder " WA " "	7" x 3 3/8"	& SONS LTD.	
Speed of Vessel 10 1/2 K				
RUDDER—Type ORDINARY.				
" A x D 11 1/2 x 6	UPPER STOCK	5 3/8"		
" Diam. of head	FORGING	5 1/4"	T. S.	
" Mainpiece at top pintle	"	5 1/4"	FOSTER &	
" " heel ...	"	4"	SONS LTD.	
" how constructed		BUILT FORGING.		
" double or single plate coupling, vertical or horizontal		• 80		
		HORIZONTAL.		

STIFFENERS.

		Plating Thickness.	VERTICAL PLATING.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,						
	Upper tween decks					
"	Second "					
"	Third "					
"	Holds N ^o 30	40-26	B.A. 7" x 3" x 33	30"	✓	✓
COLLISION	(in Hold)	40-26	ANGLE 5" x 3" x 36	24"	✓	FORE PEAK FLAT.
AFTER PEAK	"	37-30	B.A. 7 x 3 x 34	24"	✓	STORE STEEL FLAT.

STEEL.

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

Steel Company of Scotland L^d; Skinningrove Iron Co L^d
 Bloomer Long & Co L^d;

Has the Steel been tested as required by the Rules? YES.

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.)

List of Plans.

Midship Section; Profile & Decks; Sternframe & Rudder;
Riveting of center Girder top & bottom angles; Oil Fuel Bunkers & Engine Seating
Cruiser Stern; Liller;
Midship Section (as built).

Forging Reports: Sternframe; Rudder; Quadrant; Liller

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

WELL DECK. WIRELESS. 1 DK. (STL).

MACHINERY AFT. OIL ENGINE.

CRUISER STERN. BREADTH OVER BELTING 31'-7"

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

1st Bower ANCHORS PREVIOUSLY TESTED.

NO HEAD TEST CERTIFICATES. SEE SECY LETTER M.A.

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 102.66 ft., Bridge 11.0 ft., Forecastle 35.18 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks 1 DK (STL).

Official No.

; Signal Letters

Is bottom of vessel coated with cement

YES.

if not given

particulars of composition PORTLAND CEMENT THROUGHOUT. EXCEPT OIL FUEL D.B. TANK AT FORE END OF MACHINERY SPACE.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, FOR END SPACE (OIL FUEL)	14.66	30	Fore peak tank, (2 TANKS) FOR AFT 25 TONS 19 TONS.		44
Double bottom, under Engines and Boilers, (OIL FUEL)			After peak tank,		26
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	99.0	156	Other tanks, if fitted, WING O.F. BUNKER (P&S) 20 TONS EACH AT FORE END OF ENGINE SPACE. (If necessary, furnish further information by sketch.)		
TOTAL LENGTH OF DOUBLE BOTTOM 113.66	Total capacity of double bottom	186			

*The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6240

Date 22. 8. 35

Dates of Surveys held while building

1935 Sep.: 5. 10. 12. 13. 16. 17. 23. 25. 27 Oct.: 1. 3. 10. 14. 16. 22. 25. 29 Nov.: 4. 11. 15. 18. 20. 21. 27. 29 Dec.: 4. 5. 6. 9. 10. 12. 13. 16. 18. 20. 24. 26. 27 (1936) Jan.: 6. 8. 10. 13. 15. 17. 20. 22. 24. 27. 28. 29. 31 Feb.: 2. 4. 5. 10. 12. 14. 19. 25. 26 Mar.: 5. 12. 18. 23. 27 Apr.: 2. 3. 6. 7. 8

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