

REC ED

31 AUG 1949

IN D.O.

## STEEL STEAMER or MOTORSHIP.

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

DISCLOSED  
Received at London Office  
SECTION

25 AUG 1949

31802

Date of Completion of Report 15th. July, 1949 Port of NEWCASTLE, N.S.W. No. 5395  
 Survey held at Newcastle, N.S.W. Date First Survey 4 - 7 - 47 Last Survey 30 - 6 - 1949

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

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

State Type of Erections P.B. &amp; F.

TONNAGE under 1788  
 Tonnage Deck

Do. of space or spaces  
 between Tonnage  
 Dk. and Upper Dk.

Total

Gross Tonnage 2265.28

Register Tonnage 1100.36

REGISTERED DIMENSIONS.  
FEET

Length 279'.0

Breadth 46.1

Depth 19.2

CLASS +100A1

State if with freeboard  
as condition of Class

No

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

L 270.0 ✓

Breadth (greatest moulded)

B 46.0 ✓

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

D 21.5 ✓

1st Longitudinal Number (L × D)

= 5805 ✓

2nd Numeral L × (B + D)

= 18225 ✓

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

18.47 ✓

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel

12.55 ✓

Do. Long Bridge to top  
of keel

9.31 ✓

Draught Moulded 18'-9 3/8"

Built at Newcastle, N.S.W.

Launched 22-9-48 Yard No. 27

N.S.W. Govt. Engineering &  
Builders Shipbuilding Undertaking.Owners Commonwealth of Australia  
Dept. of Supply & ShippingManagers  
(Where necessary to be entered in Reg. Book)

Residence

Port of Registry Newcastle, N.S.W.

If surveyed while building, afloat, or in dry dock

While building. Dry Docking 449.

## 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	24" ✓		Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead	" ✓		" " Reversed Frame	-	
" " in peaks	" ✓		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	38" x.42" ✓	
Frame Amidships, Angle $\square$ or $\square$	9"x3 1/2"x.43" ✓		" " top Angles double	3 x 3 x 3/8 ✓	
" " Extends up to	Upper deck. ✓		" " bottom Angles "	3 1/2 x 3 1/2 x 1/2" ✓	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	One .32 ✓	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	29"x.40 ✓	
Depth of Framing Girder	9" ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3x3x3/8 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, $\square$ or $\square$	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	3x3x3/8 ✓	
" " Second 'tween Decks, Angle, $\square$ or $\square$	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	.34 every 3rd. ✓	
" " Third " " " "	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	.34 every 2nd. ✓	
" " from 1/2 len. for'd. to 15% len. from Stem	9"x3 1/2"x.43" ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	51"x.36 ✓	
" " in Peaks, Angle or $\square$	7"x3 1/2"x.38" ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	3/4" dia. ✓ 7 dia. patch ✓		Breadth and thickness of Middle Line Strake	45"x.40 ✓	
State if Frame Joggled	Yes ✓		Thickness of remainder in Holds	55" x.34" ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes ✓		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?	Yes ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle $\square$ or $\square$	8x3 1/2 x.40 ✓	
Floors, Depth and thickness at mid-line in Holds	In way of tunnel and tunnel side tanks, see plan. ✓		" " in way of Bridge, Angle $\square$ or $\square$	7x3 1/2 x.38 ✓	
Height of Brackets at side above base line at toe of frame			" " Spacing	every ✓	
Middle Line Keelson, on Floors, Angles, $\square$ or $\square$			Second Deck, amidships, Angle, $\square$ or $\square$	-	
" " Through Plate or Intercoastal Plate			Spacing	-	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, $\square$ or $\square$	-	
" " Flat Plate Keel Angles			Spacing	-	
Side-Keelsons, No. each side			Fourth Deck, amidships, Angle, $\square$ or $\square$	-	
" " thickness of Intercoastal Plate			Spacing	-	
" " Angles			Poop Deck, Angle, $\square$ or $\square$	7x3 1/2 x.46 ✓	
DOUBLE BOTTOM.			Spacing	every ✓	
Solid Floors, thickness and spacing	.34 every ✓		Bridge Deck, Angle, $\square$ or $\square$	8x3 1/2 x.40 ✓	
" " Are Frame and Reversed Frame joggled?	Yes ✓		Spacing	every ✓	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, $\square$ or $\square$	6x3 1/2 x 3/8 & 1/2" ✓	
" " breadth and thickness at margin plate	-		Spacing	every ✓	



## PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHEET	Any Departure from Approved Plans to be Noted	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHEET	Any Departure from Approved Plans to be Noted
" in 'tween Decks, Size and Spacing	None		Thickness of Plating abreast Deck openings in way of Wells		
" " " "	Cantilever		Thickness of Plating abreast Deck openings in way of Bridge		
" " " "	Brackets in lieu		Thickness of Plating within line of openings		
" in Holds	-		If Sheathed, material and thickness		
" " " "	-		Third Deck.		
Centre Line Bulkhead.	-		Stringer Plate, breadth and thickness		
Stiffeners and Spacing	-		If Plated, state thickness		
Plating, thickness of	-		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	48"x.58"	✓	Poop Deck.		
" " " " in way of Bridge	48"x.34	✓	Stringer Plate, breadth and thickness	38"x.30	✓
" Angle in Wells	5"x5"x5/8"	✓	Plating, Sheathing, material and thickness	No sheathing	✓
Thickness of Plating abreast Deck openings in way of Wells	.43	✓	Bridge Deck.	38"x.38	✓
Thickness of Plating abreast Deck openings in way of Bridge	.30	✓	Stringer Plate, breadth and thickness	.30	✓
Thickness of Plating within line of openings	.32	✓	Plating, Sheathing, material and thickness	3" oregon	✓
If Sheathed, material and thickness	None	✓	Forecastle Deck.		
Second Deck.	-		Stringer Plate, breadth and thickness	30"x.32	✓
Stringer Plate, breadth and thickness in Wells	-		Plating, Sheathing, material and thickness	No sheathing	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.
	Breadth	Thickness	Forward	Aft		Single or Double	Rivets	No. of Rows of Rivets	
FLAT PLATE KEEL	44	.60	.56	.54		Double	7/8 3/2	Treble	7/8 3/2 1/16 Strapped
" D.B.L. (in any)	68 1/2	.46	.51	.40		Double	3/4 3	"	3/4 2-5/8 Lapped.
BOTTOM PLATING, No. of Strakes	60 1/2	.46	.40	.40	.46 at stern frame	Double	3/4 3	"	3/4 2-5/8 Lapped.
BILGE PLATING, No. of Strakes	58	.46	.40	.40	"	"	"	"	"
SIDE PLATING, No. of Strakes	61 1/2	.46	.40	.40	"	Single	"	"	"
UPPER DECK, Sheer-strake in Wells	52 1/2	.62	.40	.40	Increased locally at breaks.	"	7/8 3/2	Quad.	7/8 3/2
UPPER DECK, Sheer-strake in Bridge	52 1/2	.46	.40	.40	"	"	3/4 3	Treble	3/4 2-5/8
STRAKE BELOW Sheer-strake in Wells	56 1/2	.54	.40	.40	"	"	"	"	7/8 3-1/16
STRAKE BELOW Sheer-strake in Bridge		.46			"	"	"	"	3/4 2-5/8
POOP SIDE PLATING			.33		"	"	5/8 2 1/2	Single	5/8 2-3/16
BRIDGE SIDE PLATING	.49	.46			"	"	3/4 3	Treble	3/4 2-5/8
FORECASTLE SIDE PLATING		.46			"	"	5/8 2 1/2	Single	5/8 2-3/16

## WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—	Five				KEEL, Bar	Castings	Scantlings	Maker's Name	Any Departure from Approved Plans to be Noted
Extending to Upper Deck (Sec. 3 c)	All				STEM				
" Deck next below	-				STERN FRAME { Propeller Post				
As per Rule	Four				Rudder				
Frame 61 E.R.					Speed of Vessel				
Frame 30 bulkheads					RUDDER—Type				
MIDSHIP BULKHEAD, Upper tween decks					" A x D				
" " Second					" Diam. of head				
" " Third					" Mainpiece at top pintle				
" " FR 95					" " heel				
" " FR 124					" how constructed				
COLLISION " (in Hold)					" double or single plate				
AFTER PEAK " FR. 7					" coupling, vertical or horizontal				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) O.H. process  
Messrs Broken Hill Pty. Co. Ltd., Newcastle N.S.W. & Australian Iron & Steel Ltd., Port Kembla N.S.W.

STEEL.  
Has the Steel been tested as required by the Rules? Yes

## EQUIPMENT No.

## LETTER S

## ANCHORS.

Number of Certificate	Anchor	WEIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WEIGHT REQUIRED BY TABLE 53	Description of Anchor	Makers	Where and when tested and by whom
2191	1st Bower	37 2 0	-	34 2 2 0	36.33	Byers type	Hadfield's	Garden Island
2192	2nd "	37 1 14	-	34 0 2 14	36.33	"	Steel Wks.	Sydney N.S.W.
2193	3rd "	37 1 21	-	34 2 2 0	36.33	"	Sydney	13-8-45
2901	Stream	112 1 7	-	15 3 3 0	110.00	"	N.S.W.	C.R. Maberly
		13 2 0	-		12.50			A. McBurney

## CHAIN CABLES.

## HAWERS AND WARPS.

Number of Certificate	Length and size supplied	Test per Certificate	WEIGHT OF CHAIN CABLE	Length and size per Table 53	Description	Makers of Cables	Where and when tested, and by whom	Material	Length and size supplied	Breaking Test of Steel Wire	Length and size per Table 53
10591	240	1-61.586	321.3.16	240	TAYCO S. Taylor	Netherton			90'	4	33.2
10606	✓	9/16	✓	✓	& Sons	19.3.48			2 @ 90'	2 1/2	13.2
					(Brierly Hills) Ltd.	W.U. Norman			2 @ 90'	2 1/2	10.8
Iron Stream Chain or Steel Wire	75	4 1/2"	36.4	75	4 1/2"						

Steering Gear, Type (Power or hand) Steam (By Perry Eng. Co. Ltd., Adelaide, S.A.) Alternative Means of Steering Block & Tackle to winches

Steering Chains (Size and Test) Telemotor Control Windlass Steam Eng. Wks. Rocklea Queensland (By Commonwealth Govt. 26.0'x8.05'x3.35' Boats 2 wood 26.0'x8.07'x3.33')

Ceiling in Holds, thickness and material Limbers only, 9"x2" Cargo Batts, thickness, material and spacing 6"x2" hardwood spaced 9"

Cargo Hatchways.—(Upper Deck) Constructed of steel plates & Thickness of Hatches 3" pine

Size of Hatchways No. 1 (Fwd.) 34' x 18' No. 2 24' x 20' No. 3 9'-6"x6' No. 4 22'x16' No. 5 - No. 6 -

Number of Shifting Beams Seven at No's. 1 & 2, One at No. 3 and Five at No. 4 and/or Fore and Afters

Builder's Signature STATE DOCKYARD, N.S.W. Govt. Engineering and Shipbuilding Undertaking.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letter. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The materials and workmanship are good and to our satisfaction.

The peak tanks, side tanks in way of tunnels, No's. 1, 2, 3 and 5 D.B. tanks tested to Rule requirements for the carriage of water ballast and found satisfactory.

The No. 4 D.B. tank, O.F. deep tanks and the daily service tanks have been tested to Rule requirements for the carriage of oil fuel (F.P. above 150° F) and found satisfactory. The decks, W.T. bulkheads, tunnel sidelights in hull & W.T. doors have been satisfactorily hose tested.

The windlass, steering gear, emergency steering gear, W.T. door and hand pumps have been tested under working conditions and found satisfactory.

The amount of Entry Fee £ : : Fees applied for, 7/7/1979 (Special notations, where part of class, to be stated.)

Special Survey Fee £565.00 Received by me, 25/7/1979 I am of opinion the Vessel should be Classed +100A1 Travelling Expenses, if any £ 50.00

State whether the Vessel has been built under Special Survey Yes Certificate to be sent to Sydney, N.S.W. Date of issue 17/11/49 Signature D.B. Stoker Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 OCT 1949 Character Assigned +100A1 4.49 NSW Fitted for oil fuel 6.49 F.P. above 150° F Lloyd's A+C.P.

Witch NSW + LMC 6.49 F.D. C.L. 2 NTS 24516 (Sp. 2004) © 2021 Lloyd's Register Foundation



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.)

This vessel is a duplicate of the S.S. "DULVERTON" built at Brisbane, completed June, 1948.

Plans of midship section profile and decks, fabricated stem and built in O.F. tanks together with forging reports and copies of interim certificates are forwarded herewith.

The vessel was dry docked at this port on the 4th. April, 1949, the bottom and rudder was cleaned, examined, found in good condition and recoated.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding has been employed in the construction of bulkheads, masts, derrick posts and other parts of non-constructual importance.

SPECIAL NOTATIONS:— Either as part of the vessel's class or for record in the Register Book. Cruiser stern, E.S.D., D.F., Lloyd's A & C.P. 5 Bulkheads. Fitted for oil fuel 6.49. FP abox ISO F

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

1st Bower	25.3.7	C.R.M.	1251	6.7.45
2nd "	25.2.21	C.R.M.	1252	6.7.45
3rd "	25.2.14	C.R.M.	1248	5.5.45
Stream	9.0.0	A.McB.	1273	9.1.46

PARTICULARS FOR RECORD in the REGISTER BOOK.— Length of Poop 29.75 ft., Bridge 73.4 ft., Forecastle 30.75 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop joined to bridge by shade deck.

Official No. 156163 Signal Letters V J R Y Extreme Breadth (over Belting) 46.1' Over-all Length 291.4' (Circ. 1703) No. and Material of Decks One Steel

Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks, tunnel side tanks and No's. 1, 2, 3 & 5 D.B. tanks, No's. 4 D.B. tank, O.F. deep tanks and Daily Service tanks recoated with mineral oil. Bilges and cofferdams coated with "DUROL" paint. Particulars of composition (if fitted) and of approval.

PARTICULARS OF WATER BALLAST:— (Comprising all tanks which may be used for Water Ballast. (Circ. 1284). Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted	Length Feet	Capacity Tons	Where Fitted	Length Feet	Capacity Tons
Double bottom, aft,			Fore peak tank,	24.3	117.9
Double bottom, under Engines and Boilers, OF & FW	50	1163	After Peak Tank	14.0	23.2
Double bottom, if under Engines only,			Deep tank, in Engine Room	22.0	O.F.
Double bottom, if under Boilers only,			Deep tank, forward, sides of tunnel	30.0	82.3
Double bottom, forward,	138	361.2	Other tanks, if fitted, Daily service tank.	4.0	O.F.
Total length (if continuous) and Capacity	188	477.5	(If necessary, furnish further information by sketch)		

Order for Special Survey No.

Date

Dates of Surveys held while building

4. 10. 16. 25 & 28-7-47, 5. 12. 19. 25 & 29-8-47, 10. 15. 24 & 30-9-47, 2. 8. 15. 17. 21. 28 & 30-10-47, 3. 4. 7. 11. 13. 17. 18. 19. 20. 21. 24. 28-11-47, 3. 5. 9. 19 & 23-12-47, 7. 13. 14. 21. & 27-1-48, 6. 11. & 17-2-48, 23-3-48, 5 & 28-4-48, 5. 6. 7. 11 & 26-5-48, 9. 18. 24 & 28-6-48, 7. 20 & 31-7-48, 6. 9. 14. 19 & 25-8-48, 2. 6. 9. 23. 27 & 30-9-48, 1. 15. 18 & 29-10-48, 10. 18. 23 & 30-11-48, 6. 9 & 22-12-48, 15. 3. 49. 25 & 27-5-49, 3. 7. 10. 20. 21. 22. 27 & 30-6-49.

Total No. of Visits

94