

TONNAGE under 149.86  
Tonnage Deck

CLASS 100A - State if with freeboard  
For Coasting Service as condition of Class

NO  
FEET

Built at Commen We  
Shipbuilders  
RHODES  
July 1946



# Lloyd's Register of Shipping,

4 Bridge Street, Sydney, N. S. W.

20th February, 1946.

RECEIVED

17 APR 1946

ANSD.....

The Secretary,  
L O N D O N.

Dear Sir,

With reference to our F.E. Reports No.20422 on the small motor vessel "TANDJONG OEBAN" for which the Society's Classification is desired, Mr. Pratt before returning to Whyalla left certain notes regarding the Hull, which have been embodied in this letter for the consideration of the Committee when dealing with this case.

The plans were examined by Mr. Pratt and found generally to agree with the Society's Rules as to size and type for the class contemplated, that is; "100A-" "For coasting service" (limits to be defined).

The Owners Representative states that "For coastal service ~~May~~ Peninsular and Nederlands East Indies" would satisfy Owners requirements.

The vessel has been examined afloat and in dry dock, the scantlings verified and a "General Examination" now made which could be accepted as part S.S.No.3 - See Reports attached.

A copy of scantling sheet and also copies of plans are now forwarded, ~~(in duplicate)~~ (under separate cover)

A Freeboard computation on Form Cl1(Comp) also conditions of assignment are enclosed. Pending receipt of the Committee's confirmation of this computation and in order to meet the Owners requirements, a horizontal line and disc have been marked on the vessel's sides, as per Provisional Certificate, copy of which is also forwarded.

Some points at variance with the requirements of the Rules were noted and these are now brought to the notice of the Committee for their consideration:-

Rudder - The original rudder has been increased in area by the addition of a back piece to improve the steering. Size of stock is  $3\frac{3}{4}$ " diameter for the original  $A \times D = 32$ . The new  $A \times D = 56$ , which would require a stock of just over 4" diameter. This could be rectified by cutting away a small portion of the new back plate. The Owners Representatives, however, is reluctant to reduce the rudder area and as the speed of the vessel in loaded condition is about  $8\frac{1}{2}$  knots and as the Rule size of rudder head is sufficient for a Speed of 12 knots, it is submitted for consideration whether the back piece need be reduced.

Steering gear - Owing to the restricted service and the vessel being provided with a main steering gear operated by hand, together with an independant arrangement of blocks and tackle, it is submitted that the requirements of Section 33, paragraph 5, for ships engaged on short sea routes would be applicable. Sufficient shackles and pins to repair the gear are on board.

015338-015347-0232 1/4

Lloyd's Register  
Foundation

Bracket Floors, breadth and thickness at  
middle line

Spacing

Forecastle Deck, Angle, ☐ or ☐

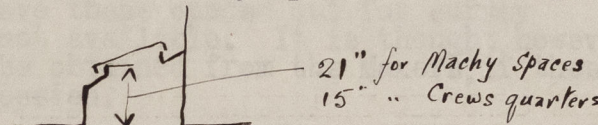


2.

**Pipes:-** The height of these on the R.Q.D. is 24" to 25", against a Rule height of 30". The openings are protected by large diaphragms and pipes are fitted close to the solid bulkheads.

**Machinery casings:-** No machinery casings are fitted, but light and air admitted to the machinery space by means of solidly constructed steel skylights abutting on to the after deck house on the R.Q.D. These are fitted with solid steel hinged W.T. covers.

Similar skylights admit light and air to the crews quarters, situated on the W.T. flat abaft the machinery space. The heights of the skylights as follows:-



**Double bottom:-** This type of vessel was originally designed with single bottom construction, but, as an additional protection against damage by coral reefs, the floors were completely plated over and the bottom divided into three W.T. sections. This plating is carried over the bilge brackets and is welded to the shell. Suctions are provided to each section of the bottom and the drainage effected from the tank top by means of a suction fitted to two hat boxes.

No water ballast is to be carried in this double bottom space. Access is provided to these spaces in way of the suction but, as the floors are only 18" deep at the centre line and manholes not fitted, no examination of the double bottom is possible. It was pointed out that access to these double bottom spaces would have to be provided to allow of the examination due at the S.S.No.1 and to permit of the Notation of S.S.No.3(with date). The time was available to carry out this alteration at present. A suggestion was made that the covering plates be pierced by sufficient manholes to allow of access to each floor space and ceiling fitted, or alternatively the covering plates could be made of a portable character by means of closely spaced studs, if it was desired that these bottom spaces be kept watertight. The Owners Representative favours the latter suggestion.

**Forward Engine Room Bulkhead:-** This W.T. bulkhead situated at Frame 23 is fitted with two portable plates, each 6' 0" x 3' 6", fastened by closely spaced grummeted bolts, to permit withdrawal of any machinery or auxiliary gear, as the crews accommodation is fitted directly over the Engine room and access from deck is by means of a narrow passage and stairway. The bolt heads have now been electrically welded to the bulkhead plating.

**Wash ports:-** The area of the wash ports in the well is ample and allows for the extra area required for the vessel having no sheer. The wash port area on the R.Q. deck agrees with the Rule requirements but no excess is allowed for the absence of sheer. It is not possible to increase this area without unduly interfering with deck fittings and obstructions already fitted to the bulkheads.

Equipment - No.4118 = letter C.

Rule requirements.

As supplied.

2 Bower anchors - collective weight (stockless) 12½ cwt.

2 bower anchor - 12 cwt stockless.

1 stream anchor - 1¼ cwt ex stock

1 Kedge anchor - 1¼ cwt. stockless.

135 fathoms chain cable - 13/16" dia.

120 fathoms cable 13/16" dia.

stream wire - 45 fathoms @ 2" dia.

75 fathoms @ 2¼" dia.

Towline - 75 fathoms @ 2¼" Dia.

75 fathoms @ 2¼" dia.

Lawsoners - 90 fathoms @ 4" dia.

4 off. 45 fathoms @ 4½" dia.

015 338 - 015347 - 023224

Bracket Floors, breadth and thickness at middle line  
breadth and thickness at

Spacing

Forecastle Deck, Angle, □ or □







TONNAGE under 149.86  
Tonnage Deck

CLASS 100A - State if with freeboard  
For Coasting Service as condition of Class

NO  
FEET

Built at Commonwealth  
Shipyard, 65  
RHODES ST.  
July 1944

4.

In the electrical installation the following items do not comply with the Rules - The fuses on switchboards and distribution boards are labelled only with the names of the circuits they protect. An automatic indicator is not fitted to the navigation lights. No alternative circuit is provided for navigation lights, but oil lamps are fitted for alternative lighting. The earth lamps in switchboard are approximately two feet apart.

As the vessel is not intended for open sea service the foregoing is submitted for consideration as to whether alterations are required.

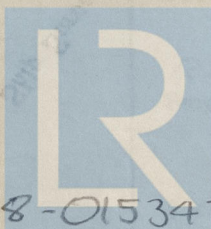
The Owners are arranging for the vessel to be towed to Batavia where a crew will be procured and from that port she will proceed under her own power to Singapore, where, it is stated, the survey for classification will be advanced or completed.

It is possible that other vessels of this type, now under offer of sale by the Government, may be submitted for our survey with a view to the Society's classification and your instructions in connection with the above would be appreciated.

Yours faithfully,

*[Signature]*

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Lloyd's Register  
Foundation

015338-015347-023244

Bracket Floors, breadth and thickness at  
middle line

Spacing

Forecastle Deck, Angle, ☐ or ☐



R. A.

For Ship Surveyors (F. E. Rpts.) to note.  
Surveyors (F. E. Rpts.)

For Engineer Surveyors (F.E. Rpts.) to note.

State Type ( with or without )  
TONNAGE under 14  
Tonnage Deck }

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# Lloyd's Regis

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