



Lloyd's Register of Shipping.

342, Argyle Street, Glasgow.

23rd May, 1924.

Dear Sir,

I beg to report that on Tuesday last, together with Mr. Shaw and Mr. Clarke, I visited the S.S. "FORBESDALE", No. 39006 in the Supplement of the Register Book, and owned by the Australian Commonwealth Line of Steamers. This vessel was built by the Commonwealth Dockyard at Sydney, N.S.W. and is the largest steamer which has been constructed in the Commonwealth of Australia.

So far as the conditions allowed, a general examination was made of the workmanship when it was found that on the whole this was of good and efficient character, due attention being paid not only to the requirements of the Rules and the standard of workmanship therein embodied but it was also found that a fairly high standard of finish was obtained. The riveting of the decks and of the internal structural work was good, the surfaces appeared to be drawn closely together, and the riveting to have been efficiently done.

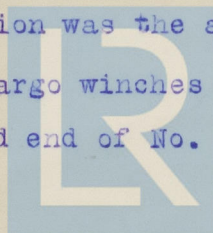
Oil Fuel is carried in the double bottom tanks, including No. 1 tank, and also in deep tanks and, as the vessel had been submitted to a severe test in the Australian Light,

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a special examination was made of the bilges and of the deep tanks in order to ascertain if any signs of leakage were apparent. No such signs were observed and the standard of workmanship at these parts was found to be a high one. In general, with two exceptions mentioned below, the standard of workmanship embodied in the construction of this vessel, so far as could be seen on the occasion of our visit, appeared to equal that to be found in good shipyards in this country.

The first of the two exceptions mentioned above is the riveting of the shell plating. An examination from the dock side revealed the fact that the shell rivets in many cases were of unequal lengths with the result that frequently the rivets were either flush with the surface of the plate or even slightly below it. In other cases in laying up the rivets the power of the hammer had been employed in spreading the point of the rivet on the surface of the plate and had not been directed mainly along the axis of the rivet, which is the only way of filling the holes completely. This not only creates unsightly work but tends to inefficiency. The shell riveting in general was found to be irregular in quality and of a standard below the average standard obtain in this country.

The second exception was the absence of any pillaring support below the cargo winches at the after end of No. 5 hatchway and the forward end of No. 6 hatchway. These



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inches were working on the occasion of our visit and the movement of the deck was most perceptible. So perceptible was it that the ship's officers had decided to fit temporary hardwood struts between the decks until more efficient arrangements could be made.

Mr. Clarke's remarks are embodied in a separate

letter.

Yours faithfully,

Montgomery

The Secretary,

GLASGOW.



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General Committee
Thursday, 5th June, 1924
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