

STEEL STEAMER or MOTORSHIP.

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 *6th February 1926* Port of *Newcastle-on-Tyne* No. *80084*Survey held at *Wallsend-on-Tyne* Date First Survey *8th April 1925* Last Survey *28th January 1926*On the *Patric II* *Patric II*State Type *Not full scantlings* State Type of Erections *Forecastle & Bridge*TONNAGE under Tonnage Deck *2853.66* CLASS *100.A.I.* State if with freeboard as condition of Class *Yes* Built at *Wallsend-on-Tyne*Do. of space or spaces between Tonnage Dk. and Upper Dk. *Forecastle 58.03 Bridge Spaces 526.82 Deck Houses 415.43* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 336.0* Launched *19th October 1925* Yard No. *1283*Total Gross Tonnage *3853.94* Breadth (greatest moulded) *B 47.5* Builders *Swan Hunter & Wigham Richardson Ltd.*Register Tonnage *2360.91* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 26.25* Owners *The Byron Steamship Co. Ltd.*1st Longitudinal Number (L x D) *= 8794* 2nd Numeral L x (B + D) *= 24706* Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS. FEET. Residence *Port of London Buildings, London, E.C.3.*Length *336.2* Port of Registry *London*Breadth *47.75* *Y* surveyed while building, afloat, *Y* in dry dockDraft Moulded *19' 10"*

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.
spacing amidships	26	—	Bracket Floors, Frame	8 3 40	—
from 1/2 length to Collision bulkhead	26	—	Reversed Frame	7 1/2 3 40	—
in peaks	24	—	Vertical Struts	7 1/2 3 40	—
MINING.			Centre Girder, depth and thickness amidships	38 48	—
midships, Angle, E or F	8 1/2 3 1/2 40	—	top Angles	3 3 46	—
oil fuel bunker	9 3 1/2 46	—	bottom Angles	4 4 52	—
Extends up to 2nd Deck + Upper Deck at Hatch End		—	Side Girders, No. each side and thickness	One 36	—
Frame Amidships, Angle	None	—	Margin Plate depth (excl. of flange) and thickness	27 1/2 44	—
Extends up to	—	—	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem framing area	3 1/2 3 1/2 36	—
Framing Girder	—	—	Vertical Angle to Tank side Bracket forward 1/2 len. from stem in framing area	6 6 36	—
in Uppermost Continuous 'tween Decks, Angle, E or F	6 3 1/2 32	—	Gussets, spacing and scantling abaft 1/2 len. from stem	Every 3rd frame 36	—
Second 'tween Decks, Angle, E or F	alternately to bridge or at Bridge ends: no in intermediate	—	Gussets, spacing and scantling forward 1/2 len. from stem in framing area	Every 2nd frame 36	—
Third " " "	alternately to fore-castle with intermediate 4 x 3 x 34.0.0	—	Tank Side Brackets, height above base line at toe of Frame and thickness	4 1/2 x 39	—
in Peaks, Angle or F	6 1/2 3 32	—	INNER BOTTOM PLATING.		
or and Spacing of Rivets through Frame and Shell Plating amidships	7/8 3 = 6"	—	Breadth and thickness of Middle Line Strake	48 45/40 45/38	—
Frame Joggled	Joggled ex peaks	—	Thickness of remainder in Holds	40 39/34	—
ARRANGEMENTS (Sec. 7), state system and particulars	B.A. Frame 6 1/2 x 3 1/2 x 50 + 25 in intercostal stringers 40 with face 0.2 1/2 x 3 x 40	—	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	—
STRENGTHENING OF BOTTOM FOR D. State Particulars	Floors every frame frames 6 1/2 x 40 ex br in intercostals Shell increased as per plan.	—	BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	8 3 44	—
Depth and thickness at mid-line in Holds		—	Clear of erections in Wells, Angle, E or F	8 3 34	—
Height of Brackets at side above base line at toe of frame		—	in way of Bridge, Angle, E or F	6 3 37	—
Line Keelson, on Floors, Angles, E or F		—	B.A. = 6 x B. Casings	Every frame	—
Through Plate or Intercostal Plate		—	Spacing		—
Foundation Plate on Floors		—	Second Deck, amidships, Angle, E or F		—
Flat Plate Keel Angles		—	under cargo 6 1/2 x 3 x 52 @ accommodation B. 2. 8 x 3 x 34 B.A. = 6 x B. Casings		—
Keelsons, No. each side		—	Spacing	Every frame	—
thickness of Intercostal Plate		—	Third Deck, amidships, Angle, E or F		—
Angles		—	Spacing		—
FOURTH DECK.			Fourth Deck, amidships, Angle, E or F		—
Solid Floors, thickness and spacing	36 Spaced every 3rd frame ex. 6.5. abt 72334 forward of 3/5	—	Spacing		—
Are Frame and Reversed Frame joggled?	Yes	—	Boat		—
Bracket Floors, breadth and thickness at middle line	30 x 36 Flanged	—	Peep Deck, Angle, E or F	6 3 38	—
breadth and thickness at margin plate	30 x 36 Flanged	—	B.A.	6 1/2 3 34	—
		—	Spacing	Every frame	—
		—	Bridge Deck, Angle, E or F	8 5 34	—
		—	B.A. = 6 x B. Casings	6 3 37	—
		—	Spacing	Every frame	—
		—	Forecastle Deck, Angle, E or F	8 1/2 3 38	—
		—	B.A.	6 3 30	—
		—	Spacing	Every frame	—

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	One.	—	—
In Bridge & Tween decks (at fore end of Bridge)	Two.	—	—
" in 'tween Decks, Size and Spacing (Bridge) 2 7/8". S = 4 spaces.		—	—
" " " " " (Upper) 2 1/2 x 3 1/2"		—	—
" " " " " Spaced as per plan		—	—
" in Holds " Fore End 4" - 6". S = 2 or 3 spaces		—	—
" " " " " aft End 3 - 5 1/8". S = ditto.		—	—
" " " " " "		—	—
Centre Line Bulkhead.			
Stiffeners and Spacing.....			
Plating thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	50 1/2 .58-39	—	—
" " " " in way of Bridge	50 1/2 .36	—	—
" Angle in Wells	5' 5' .58	—	—
Thickness of Plating abreast Deck openings } in way of Wells39-.32	—	—
Thickness of Plating abreast Deck openings } in way of Bridge32	—	—
Thickness of Plating within line of openings (Wells)	.36	—	—
" " " " " " (Bridge)	.30	—	—
If Sheathed, material and thickness Exposed 5' x 2 1/2' plank	—	—	—
" at accommodation 6' x 2 P.P.	—	—	—
Second Deck.			
Stringer Plate, breadth and thickness in Wells...	45 .36	—	—
Stringer Plate, breadth and thickness in way) of Bridge	45 .34	—	—
Thickness of Plating abreast Deck openings) in way of Wells	30 1/2 .32	—	—
Thickness of Plating abreast Deck openings) in way of Bridge30	—	—
Thickness of Plating within line of openings Over oil fuel Over peak tanks .35" .34"	.30	—	—
If Sheathed, material and thickness 6' x 2. P.P.	—	—	—
Third Deck.			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness.....			
Fourth Deck.			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness			
Boat Poop Deck.			
Stringer Plate, breadth and thickness	72 1/2 x 24 x .30	—	—
Plating, Sheathing, material and thickness ... 20. Sheathing = = 5 x 2 1/2' Teak = exposed via stringer plate	—	—	—
Bridge Deck.			
Stringer Plate, breadth and thickness.....	50 1/2 .40	—	—
Plating, Sheathing, material and thickness ... 32. Exposed Sheathing 3 1/2 x 2 1/2' teak. Elsewhere 6' x 2 P.P.	—	—	—
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	32 .32	—	—
Plating, Sheathing, material and thickness ... 32. 4' Teak 5' x 2 1/2"	—	—	—

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i> ✓	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	47	.65 ✓	.60 ✓	.60 ✓	—	Double	7/8	3 1/4	Three 7 L	7/8	3 1/8	Lapped.	
„ DELG. (if any)													
BOTTOM PLATING, No. of Strakes <i>Three</i> ...	72 82 82	.52 ✓ .52 ✓ .52 ✓	.52 ✓ .52 ✓ .50	.60 ✓ .60 ✓ .52	.52 - .44	" "	"	"	Three 7 L	7/8	3 1/8	"	
BILGE PLATING, No. of Strakes <i>One</i> ...	71	.52 ✓	.52 ✓	.52	.52 - .44	" "	"	"	Three 7 L	7/8	3 1/8	"	
SIDE PLATING, No. of Strakes <i>Two</i> ...	73 1/2 67	.52 ✓	.52 ✓	.42	—	" "	"	"	Three 1/2 L	7/8	3 1/8	"	
UPPER DECK, Sheer-strake in Wells.....	78.67 48.67	1.09 ✓ 1.0	.52 ✓ .52	.42 ✓ .42	—	End plates of bridge side plating carried down to deck.			Quad 1/2 L	1	4	"	
UPPER DECK, Sheer-strake in Bridge' ...)	67	.54	—	—	Increased .02 for sidelights	Single	7/8	3 1/4	Three	7/8	3 1/8	"	
STRAKE BELOW Sheer-strake in Wells.....)	78	.62	.52	.42	—	Double	1	3 5/7	Quad 1/2 L	7/8	3 1/2	"	
STRAKE BELOW Sheer-strake in Bridge ...)	78	.52	—	—	—	Double	7/8	3 1/4	Three	7/8	3 1/8	"	
Peer SIDE PLATING													
BRIDGE SIDE PLATING ...	99	.52	.56	.56	Increased .02 for sidelights.	—	—	—	Quad	3/4	3	"	
FOREC'TLE SIDE PLATING		.38			—	Single	3/4	2 1/2	Two	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>Six.</i>									
Deck next below <i>Two.</i>									
As per Rule <i>Four to upper deck. One to 2nd Dk.</i>									
Remainder of Bulkheads as per approved Plans. Additional W.T. bulkhead fitted on No. 69 below 2 nd deck.						Plating Thickness.	STIFFENERS.		
							VERTICAL.	HORIZONTAL.	
							Scantlings.	Spacing.	Scantlings.
									Spacing.
<i>No. 60</i> MIDSHIP BULKHD, Upper tween decks ✓						<i>267-27</i>	<i>0.2 4½ x 3x 36 31½ 5½ x 3x 34 29 B.A.</i>	<i>-</i>	<i>-</i>
<i>" No. 121 Second " "</i> ✓						<i>.26</i>	<i>0.2 4½ x 3x 34 30. B.A.</i>	<i>-</i>	<i>-</i>
<i>" No. 26 Third Hold</i> ✓						<i>29/45</i>	<i>B.A. 9½ x 3½ x 46 24/30. 18 4x 3x 34</i>	<i>2nd deck.</i>	
<i>" No. 121 Holds</i> ✓						<i>30/45</i>	<i>B.A. 9½ x 3½ x 46 30 7 x 3 x 35.</i>	<i>ditto.</i>	
COLLISION " (in Hold) ✓						<i>30/47</i>	<i>C.Rain Locker Division. B.A. 7 x 2 x 32 24</i>	<i>2 Semi box 24x 30 + B.A. 6 x 3x 36 24.</i>	✓
AFTER PEAK " " ✓						<i>30/47</i>	<i>B.A. 7 x 2 x 32 24 18 3 x 2 x 30 16 2 x 30</i>	<i>Recess for one B.A. 16 2 x 30</i>	✓
KEEL, Bar							<i>Flat plate keel.</i>		
STEM							<i>Rolled</i>	<i>8 5/8 x 2 1/4</i>	<i>Darlington Forge Co. Ld.</i>
STERN FRAME { Propeller Post							<i>Casting</i>	<i>9 1/2 x 6</i>	<i>D.</i>
							<i>"</i>	<i>8 1/2 x 6</i>	<i>D.</i>
RUDDER—A x D							<i>80.6 x 3.38 = 272.</i>		
Speed of Vessel							<i>13 1/2 M.</i>		
RUDDER mainpiece at head ...							<i>Forging</i>	<i>9 x 8 3/4</i>	<i>D.</i>
<i>" " heel</i> ...							<i>"</i>	<i>6 1/2</i>	<i>D.</i>
<i>" " how constructed</i>							<i>Forged & built.</i>		
<i>" double or single plate coupling, vertical or horizontal</i>								<i>1.04</i>	<i>-</i>
								<i>2 1/2 x 2 1/2</i>	<i>© 2021</i>

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth

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

Lloyd's Register
Foundation

EQUIPMENT No. <u>27447</u>										LETTER <u>W</u>	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
<u>28956</u>	1st Bower ...	<u>52</u>	<u>3</u>	<u>0</u>	<u>Stockless</u>			<u>44</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>52 $\frac{1}{2}$</u>	<u>Byers Improved</u>	<u>Not Shaded</u>	<u>I. P. H. S. 27-6-25, Y. H. Butler</u>
<u>28958</u>	2nd „ ...	<u>52</u>	<u>0</u>	<u>0</u>	<u>"</u>			<u>43</u>	<u>12</u>	<u>2</u>	<u>0</u>	<u>52 $\frac{1}{2}$</u>	<u>" Stockless</u>	<u>"</u>	<u>" " 29-6-25 " "</u>
<u>28957</u>	3rd „ ...	<u>45</u>	<u>0</u>	<u>0</u>	<u>"</u>			<u>39</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>44 $\frac{1}{2}$</u>	<u>"</u>	<u>"</u>	<u>" " 27-6-25 " "</u>
	Collective weight.	<u>149</u>	<u>3</u>	<u>0</u>								<u>149 $\frac{1}{2}$</u>			
<u>58987</u>	Stream	<u>14</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>3</u>	<u>24</u>	<u>16</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>14</u>	<u>Common</u>	<u>Earl of Dudley</u>	<u>I. P. H. S. 31-8-25, H. C. Leeson</u>

CHAIN CABLES.										HAWSERS 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 Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.		Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
59915	270 3/4	2 1/2	76 1/2	107 1/2	577	1	23	573 1/2		270	2 1/2	Shd Link.	Earl of Dudley J. P. H. S. 27-8-25	TOWLINE...	120	4 1/2	59	120	4 1/2
												R.O.M.S. L.	H.C. Leeson.	HAWSERS & WARPS	4-90	2 1/2	18-2	4-90	2 1/2
Iron Stream Chain or Steel Wire		Cir.									Cir.			"					
	90	4 1/2	59							90	4 1/2			"					
Steel wires certified by Hood, Haggie & Son Ltd.																			

Steering Gear, Steam Harvie & Co direct acting with loose quadrant & keyed filler Steering Gear, Hand Additional filler with blocks & backler worked from Capstan.

Boats 10 Lifeboats 28'0" Steering Chains, Size and Test None. Windlass Clarke Chapman & Co Ltd.

Ceiling in Holds, thickness and material Bilges 2 1/2". Underhatches 3 1/2". Cargo Battens, thickness, material and spacing Pine 6"x2".

Cargo Hatchways.—(Upper Deck) Usual construction:—plates & angles Thickness of Hatches Teak gratings 3". approved 11-1-26

Size of No. 1 Hatchway (Forward) 10'10"x8'0" No. 2 14'5"x12'0" No. 3 10'10"x12'0" No. 4 8'8"x12'0" No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters No. 1, 3, 4. Hatches = One web. No. 2 Hatch = Two webs. No fore & afters.

FOR
SWAN, HUNTER & WIGHAM RICHARDSON, LTD.
Builder's Signature J. Wilkinson

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans. The Secretary's Letters & in other respects in conformity with the Society's Revised Rules & Regulations. The materials & workmanship are good.

The weather decks, the bulkheads & the funnel & W. J. doors have been holed & found satisfactory.

The hand & the power gear of the W. J. doors were found in good order.

The double bottom tanks (including the coffee damms) the peak tanks, F.W. tanks & oil fuel bunker have been tested as required by the Rules.

The double bottom ex No. 4 tank have been constructed for the carriage of oil fuel.

The requirements of Section 35 of the Rules have been carried out.

The freeboard assigned in the Secretary's Letter dated 14th October 1925 has been duly marked, verified & put in on the vessel's side. Freeboard Report No 79699.

The amount of Entry Fee £ 7 : 0 : 0 Fees applied for, 5/2/1926

*Special Survey Fee £ 267 : 14 : 0 I am of opinion the Vessel should be Classed 100 A.1. with freeboard.

Freeboard 9 0 0 Received by me, 10/2/26

Travelling Expenses, if any £ nil.

State whether the Vessel has been built under Special Survey yes Signature Thomas S. Shute

Certificate to be sent to (Newcastle-on-Tyne) Date of issue 10/2/26 to Owners. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 FEB 1926


Character assigned 100 A.1. with freeboard

Lloyd's A & B.P. + R.M.C. 1.26 C.L.

Tested for Oil Fuel 1.26, F.P. above 150° F

Wick Rife

ML

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded with the Plans should be embodied.)

No. of Rows.....
e + seven decks at fore
in 'tween Decks, Size and
" " "
n Holds " "
" " "
ne Bulkhead.
and Spacing.....
thickness of
AND DECKS.
Continuous Deck.
Plate, breadth and thi
" " " in
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of Plating abreast
of Wells
of Plating abreast
of Bridge
of Plating within 1
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Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 30.3.20. 2nd " 30.3.10. 3rd " 27.1.5.	with pens c 2 lbs c 2 lbs 33.3.0. 34.0.7. 29.3.0.	M. Robertson " " " " " "	29-1-25. " " " " " "
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 166.83ft., Forecastle 58.9
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2D (S.M.S) (Make D^h - part keels)
Official No. 148722. ; Signal Letters
particulars of composition

Is bottom of Vessel coated with cement ☒ & B tanks only ☒ not
Remaining D.B. tanks = Nil = with the out

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	88' 10"	138	Fore peak tank,	—	4
Double bottom, under Engines and Boilers,	73' 8"	230	After peak tank,	—	29
Double bottom, if under Engines only,	119' 2"	206	Deep tank, aft, (F.M.)	19' 6"	15
Double bottom, if under Boilers only,	Total capacity of double bottom	574	Deep tank, forward, (O.F. Burner)	23' 10"	380
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5135

Date 11.6.25

Dates of Surveys held while building

1925
Apr. 8. 9. 17. 20. 21. 23. May 1. 4. 6. 7. 12. 15. 19. 21. 22. 27. 29. Jun. 3. 9. 16. 18. July 1. 8. 16. 17. 20. 21. 24. 27. 29. 30.
Aug. 6. 18. 19. 21. 25. 27. 28. 31. Sep. 2. 4. 8. 9. 11. 15. 16. 17. 18. 22. 23. 29. Oct. 1. 6. 8. 12. 13. 15. 16. 19. 23. 28. 29. Nov. 2. 12. 13. 18. 19. Dec. 3. 8. 9. 10. 14. 21. 29.
1926
Jan. 7. 8. 12. 13. 14. 15. 25. 28.

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

Total No. of Visits.

Under Tonn
Space or spa
Turret or Tr
Forecastle ...
Bridge space
Poop or Bre
Side Houses
Deck House
Chart House
Spaces for m
Section 78
1894
Excess of H
Gro
Deductions,
Reg
NOTE 1.—The t
prop
NOTE 2.—The t
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30, (334976)