

STEEL STEAMER ~~OF THE~~ **FORSTH**

27 MAY 1925

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

21<sup>st</sup> May 1925

Port of

Glasgow

No. 44663

Survey held at

Renfrew

Date First Survey

16.7.24

Last Survey

21<sup>st</sup> May 1925

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

Twin Screw Cable steamer "PATRICK STEWART."

State Type

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

Intermediate - no Tonnage openings

State Type of Erections

Bridge only.

TONNAGE under Tonnage Deck

1442.61

CLASS +100A1 cable

State if with freeboard

Yes

Built at

Renfrew

Do. 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 226

Launched

13<sup>th</sup> March 1925

Yard No. 670

Total

1442.61

Breadth (greatest moulded)

B 37.5

Builders

W. Simons &amp; Co. Ltd

Gross Tonnage

1552.82

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

D 25.0

Owners

High Commissioner for India.

(Indo-European Telegraph Depart.)

Register Tonnage

722.87

1st Longitudinal Number (L x D)

= 5650

Managers

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

2nd Numeral L x (B + D)

= 14125

Residence

London.

## REGISTERED DIMENSIONS.

FEET.

Length

233.5

Breadth

37.55

Depth

22.90

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

23.16 in Boiler Room

22.26 in way of Double Bottom

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

9.04

(Port of Registry)

No information obtained from Builders.

See also copy of London letter N. 15/5/24.

If surveyed while building, afloat, or in dry dock

Bombay (By phone)

Building

## 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.
<b>FRAMES, Spacing amidships</b>			<b>Bracket Floors, Frame</b>		
" " from $\frac{1}{2}$ length to Collision bulkhead	24"		" " Reversed Frame		
" " in peaks			" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	33 x 42	
Frame Amidships, Angle, $\angle$ <i>Boiler S. ENGINE S.</i>	5 3 36		" " top Angles	3 3 40	
" " Extends up to <i>Bridge</i>	upper Dk. throughout		" " bottom Angles	3 3 40	
Reversed Frame Amidships, Angle <i>B.S. E.S.</i>	4 3 38		<b>Side Girders, No. each side and thickness</b>	one 32	
" " Extends up to <i>Bridge</i>	upper Dk. in way of Bridge		<b>Margin Plate depth (excl. of flange) and thickness</b>	26 x 38	
" " <i>elsewhere 3 1/2 x 3 x 34</i>	and upper Dk. and 2nd Dk. <i>attache elsewhere no rivet frames in peaks.</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	3 3 38	
Depth of Framing Girder	6" in E & B		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	do.	
Frames in Uppermost Continuous 'tween Decks, Angle, $\angle$ <i>elsewhere 3 1/2 x 3 x 34</i>	3 1/2 3 34 3 1/2 x 3 x 32		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	2 off	
" " Second 'tween Decks, Angle, $\angle$ <i>elsewhere 3 1/2 x 3 x 34</i>	do.		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	30 x 27 x 36 on each frame.	
" " Third " " " "			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	52 x 36 ER. 52 x 32 aft of ER. 60 x 32 fwd of ER.	
Framing in Peaks, Angle $\angle$	5 1/2 3 30		<b>INNER BOTTOM PLATING.</b>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 - 1/2 in peaks & flanks 5/16 elsewhere		Breadth and thickness of Middle Line Strake	45 x 38	
State if Frame Joggled	Yes.		Thickness of remainder in Holds	34	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	Stringer plate runs as approved		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?	40 ER 10 FT. Yes.	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	As per approved plan.		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	5 1/2 3 35	34
Floors, Depth and thickness at mid-line	22 x 48		" " in Wells, Angle, $\angle$ <i>clear of Bridge</i>	5 1/2 3 40	
" " " " " "	44		" " in way of Bridge, Angle, $\angle$	do.	
Height of Brackets at side above base line at toe of frame	5 3 1/2 40		Spacing	24"	
Middle Line Keelson, on Floors, Angles, $\angle$	28 x 58	In	<b>Second Deck, amidships, Angle, <math>\angle</math></b>	5 1/2 3 35	34
" " " " " "	12 x 58	Boiler	Spacing	24"	
" " " " " "	3 1/2 3 1/2 58	Space	<b>Third Deck, amidships, Angle, <math>\angle</math> aft of (angle)</b>	5 1/2 3 34	
" " " " " "	Two	only	Spacing	24"	34
Side Keelsons, No. each side	50		<b>Fourth Deck, amidships, Angle, <math>\angle</math></b>		
" " thickness of Intercoastal Plate	double 6 3 50		Spacing		
" " Angles			<b>Deep Deck, Angle, <math>\angle</math></b>		
<b>DOUBLE BOTTOM.</b>			Spacing		
Solid Floors, thickness and spacing	32 x 24 36 ER.		<b>Bridge Deck, Angle, <math>\angle</math></b>	5 3 34	
" " Are Frame and Reversed Frame joggled?	Yes.		Spacing	24"	
Bracket Floors, breadth and thickness at middle line			<b>Forecastle Deck, Angle, <math>\angle</math></b>		
" " breadth and thickness at margin plate			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.
<b>PILLARS, No. of Rows.....</b>			<i>one</i>						
<i>UPPER</i> in 'tween Decks, Size and Spacing.....	<i>2 1/4</i>								
<i>LOWER</i> " " " " " "	<i>2 1/2</i>		<i>48"</i>						
in Holds " " " "	<i>3 1/2</i>		<i>at ends.</i>						
<i>Side square pillars &amp; binders in way of cable tanks &amp; 12 rows.</i>									
<b>Centre Line Bulkhead, in O.F. BUNKERS</b> Stiffeners and Spacing.....	<i>6x3x40B8.</i>								
	<i>24" spacing</i>								
Plating, thickness of .....	<i>38/36</i>								
<b>STRINGERS AND DECKS.</b> <b>Uppermost Continuous Deck.</b> Stringer Plate, breadth and thickness in Wall <i>at Bridge Ends.</i>	<i>45 x 52</i>								
<i>{ clear of and " in way of Bridge</i>	<i>45 x 40</i>								
Angle in Wall <i>at Bridge Ends.</i>	<i>3 3 40</i>								
Thickness of Plating abreast Deck openings <i>in way of Walls</i>	<i>3 1/2 3 1/2 50</i>								
Thickness of Plating abreast Deck openings <i>in way of Bridge</i>	<i>26</i>								
Thickness of Plating within line of openings.....									
If Sheathed, material and thickness .....	<i>Teak 2 1/2"</i>								
<b>Second Deck.</b> Stringer Plate, breadth and thickness in Walls.....	<i>THRO. 43 x 34</i>								
Stringer Plate, breadth and thickness in way of Bridge.....									
Thickness of Plating abreast Deck openings <i>in way of Walls</i>									
Thickness of Plating abreast Deck openings <i>in way of Bridge</i>									
Thickness of Plating within line of openings.....									
If Sheathed, material and thickness .....									
<b>Third Deck. &amp; Tunnel Flat.</b> Stringer Plate, breadth and thickness.....	<i>43 x 34</i>								
If Plated, state thickness.....	<i>IN WAY OF OIL 34. Sheathing 26</i>								
<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
<b>Deep Deck.</b> Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness .....									
<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....	<i>45 x 36</i>								
Plating, Sheathing, material and thickness .....	<i>26 plg. Teak 2 1/2"</i>								
<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness .....									

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.
FLAT PLATE KEEL .....	45	50	50	46		double	3/4	3"	Three	3/4	2 3/8	strapped.	
" <del>DRID</del> (if any)													
BOTTOM PLATING, No. of Strakes ... 3 .....	54	44	38	38		double	3/4	3"	Three	3/4	2 3/8	Lapped.	
BILGE PLATING, No. of Strakes ..... 1 .....	49 1/2	"	"	"		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes ..... 4 .....	"	"	"	"		single	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Wells.....	47	54	"	"		"	7/8	3 3/4	"	7/8	3 1/8	"	
clear of Bridge		90 at Bridge Ends.				"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Bridge ...	50 1/2	44	38	38		"	"	"	"	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....	46	44	"	"		"	3/4"	3"	"	3/4	2 3/8	"	
clear of Bridge						"	"	"	"	"	"	"	
STRAKE BELOW Sheer-strake in Bridge ...	46	44	"	"		"	"	"	"	"	"	"	
BOSS PLATES	46												
PLATING ON RUDDER POST.	44												
ROOF SIDE PLATING .....	A.B.C.D STRAKES IN WAY OF BOILER ROOM												
BRIDGE SIDE PLATING ..	48	38	-	-	48	single	3/4"	3"	Double	3/4	2 3/8	Lapped.	
	46	44	-	-		do. double at Bridge Ends.							
FORECASTLE SIDE PLATING													

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>				
Extending to Upper Deck (Sec. 3 c).....	<i>7</i>			
" Deck next below.....	<i>4</i>			
As per Rule.....				
	Plating Thickness.	STIFFENERS.		
		VERTICAL.	HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHEAD, Upper tween decks	<i>26-28</i>	<i>angle 4x3x34</i>	<i>30"</i>	
" " Second " "	<i>28-32</i>	<i>5 1/2 x 3 x 32</i>	<i>24/30</i>	
" " " " "		<i>Built angle.</i>		
" " Holds .....	<i>32-38</i>	<i>BULK ANGLES.</i>	<i>6 1/2 x 3 x 34</i>	<i>24</i>
COLLISION " (in Hold) .....	<i>46-50</i>	<i>30-34</i>	<i>9x3x48</i>	<i>"</i>
AFTER PEAK " " .....	<i>40</i>	<i>34</i>	<i>6x3x40</i>	<i>30</i>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar <i>Rubbing Bar.</i>		<i>8x1 1/2</i>		
STEM <i>Rolled Steel Bar.</i>		<i>7 1/4 x 1 1/8</i>		
STERN FRAME { Propeller Post .....				
{ Rudder " .....	<i>FORGING.</i>	<i>7 1/2 x 2 3/8</i>	<i>CLELLANDS L.P.</i>	<i>2 3/8</i>
RUDDER—A x D.....		<i>1433.</i>		
Speed of Vessel.....		<i>12 1/2 KNOTS.</i>		
RUDDER mainpiece at head ...	<i>FORGING.</i>	<i>6 1/8</i>	<i>CLELLANDS</i>	
" " heel ...		<i>4 3/8</i>	<i>L.P.</i>	
how constructed .....				
" double or single plate		<i>92</i>		
coupling, vertical or horizontal.....		<i>Horizontal.</i>		

## STEEL.

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

*Lanarkshire Steel Co; Wm. Beardmore & Co;*

Has the Steel been tested as required by the Rules?

*Yes.*



EQUIPMENT No. 14282.5												LETTER	ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TANK	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	as allowed.			
87269	1st Bower ...	33	0	7	57	0	0	30	19	1	14	32 1/4	HALL'S.	N. HINGLEY & S.	NETHERTON. 17. 12. 24. N. H. 1890
87264	2nd " ...	32	1	23	--	--	--	30	10	0	0	32 1/4	"	"	" " "
87268	3rd " ...	32	0	16	--	--	--	30	6	1	0	32 1/4	"	"	" " "
	Collective weight.	97	2	18								96 3/4			
87188	Keoche.	4	1	26	1	0	24	6	17	2	0.	4 1/4	ORDINARY	"	" 23. 10. 24 "

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.	Length and Size per Table 53.	Length and Size per Table 53.	Length and Size per Table 53.	Length and Size per Table 53.	Length and Size per Table 53.	Length and Size per Table 53.
	Length.	Diam.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.				Length.	Cir.	Length.	Cir.	Length.	Cir.	Length.	Cir.
75799	120	1 1/2	47 1/2	66 1/2	162-3-4	161-3-8	240	1 1/2	STUD	N. HINGLEY & S. NETHERTON	TOWLINE	90	3 1/4	22	90	3 1/4			
75802	120	1 1/2	47 1/2	66 1/2	161-3-8	161-3-8	240	1 1/2	LINK	"	HAWSERS & WARPS	2-90	2 1/4	9 1/2	2-90	2 1/4			
					324-2-12	324-2-12						2-90	5	11 1/2	2-90	5			
Iron Steam Chain or Steel Wire	75	3 3/4	29				45	3 3/4	R.S. NEWELL.										

Steering Gear, Steam *Macgregor, St. Glasgow.* Steering Gear, Hand *Comboid. Block & Tackle Anaregt.*

Boats *Five.* Steering Chains, Size and Test *13 1/2" - 7.185 Cat. - LPH-9.* *Twin Cable & Warping Capstan. Windlass.* *Emerson Walker & Thompson.*

Ceiling in Holds, thickness and material *none.* Cargo Battens, thickness, material and spacing *none.*

Cargo Hatchways.-(Upper Deck) *Steel plates & angles.* Thickness of Hatches *2."*

Size of No. 1 Hatchway (Forward) *8' x 4'.* No. 2 *7'0" dia.* No. 3 *8' x 4'.* No. 4 *8' x 4'.* No. 5 *7' dia.* No. 6 *7' dia.*

Number of Shifting Beams and/or Fore and Afters *One shifting beam to No. 2, 5 & 6 & one fore aft to No. 1, 3 & 4.*

FOR WM. SIMONS & CO., LTD.

Builder's Signature *J. Macleod.* SECRETARY

GENERAL DECLARATION *The materials and workmanship are good.*

*The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates and in conformity with the Rules for the class contemplated.*

*Arrangements have been made for the carriage of oil fuel in part, double bottom forward & in specially constructed bunkers. These spaces have been tested with water & section 35 of the Rules have been complied with, so far as it applies. The double bottom, fresh water & peak tanks, weather decks, and bulkheads tested with water and found satisfactory. Freeboard marked on ships side & cut in on shell plating & verified.*

*Plans enclosed, as noted on back of report.* R.T.O.

The amount of Entry Fee ..... £ 5 : 0 : 0. Fees applied for, 22.5. 1925.

Special Survey Fee.... £ 152 : 13 : 0. Received by me, 11/10/25 £.

*Freeboard. Fee.* £ 6 : 0 : 0. *Travelling Expenses, if any*

State whether the Vessel has been built under Special Survey *Yes.*

Certificate to be sent to **GLASGOW** Date of issue *12/6/25*

I am of opinion the Vessel should be Classed *+100 A1. Cable Steamer with freeboard.*

*Fitted for oil fuel, F.P. above 150°F. Bulk bottom not fitted.*

Signature *M. Macleod.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 26 MAY 1925**

Character assigned *-1- 100 A1.*

*With freeboard.*

*5.25*

*Cable Steamer*

*+ LMC 5.25*

*Fitted for oil fuel 5.25 F.P. above 150°F.*

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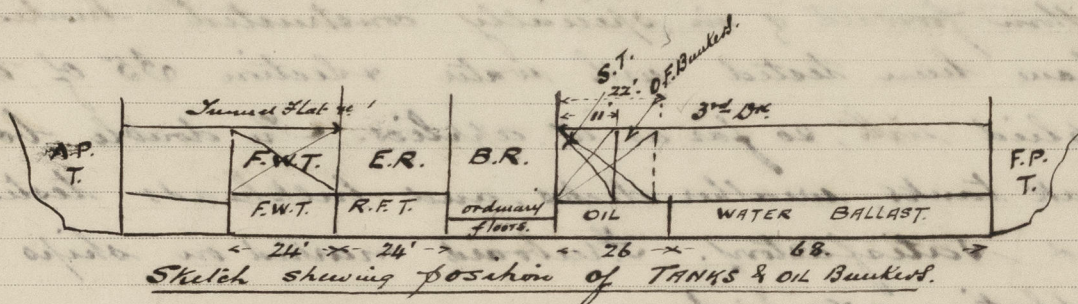


GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Plans enclosed:—

- (1) Midship Section
- (2) Profile & Deck Plan.
- (3) Stem, stempost & rudder
- (4) Sketch showing area of rudder (as fitted)
- (5) Bulkhead Plan.
- (6) Frame section in E & B. spaces.
- (7) Double bottom
- (8) Oil fuel tank in way of No. 2 cable tank.
- (9) Pumping Plan.
- (10) Wing anchor in way of D.B. Tanks fore
- (11) Shaft Brackets
- (12) Sheet plating, showing position of sidelights
- (13) Mask.
- (14) Midship Section (as built)

also  
Two Forging Certificates.



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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 28 ft., Forecastle ☒ (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).

3 dks. (stl) upper & 2nd Deck sheathed; 2nd Deck part sheathed Red pine & part Teakoid composition.

Official No. ☒

Signal Letters ☒

Is bottom of Vessel coated with cement ☒ part cement if not

particulars of composition and part Briggs Enamel.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Fresh Water Tank.	24	26.79	Fore peak tank,		21.54
Double bottom, under Engines and Boilers,			After peak tank,		16.86
Double bottom, if under Engines only, Reserve Fuel Water	24	39.98	Deep tank, aft, Fresh Water, each side of Tunnel, above D.B.	24	33.47
Double bottom, if under Boilers only, Oil Fuel.	26	48.14	Deep tank, forward, Oil Fuel Bunker forward of Boiler Space	22	46.79
Double bottom, forward, Water Ballast	68	81.99	Other tanks, if fitted, Two Settling Tanks	11	13.82
		Total capacity of double bottom 196.90	(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. 5651

Date

4.8.24

Dates of Surveys held while building

1924. July 16. Aug 7. 22. Sept 1. 9. 17. 22. Oct 1. 7. 10. 13. 22. 24. 28. 30.  
Nov 6. 12. 17. 19. 28. Dec 2. 4. 5. 9. 10. 18. 26.  
1925. Jan 12. 13. 15. 20. 21. 23. 28. 30. Feb 3. 5. 9. 17. 19. 26. Mar 2. 9. 13. 18. 20. 25. 30.  
Apr 1. 3. 8. 15. 17. 27. May 5. 21.

Total No. of Visits 54