

1 or 2 Decks.

# IRON OR STEEL STEAMER.

ERIKSBORG

BOX CASE 15654

State if Report is also sent on the Machinery of the Vessel

Received at London Office

MON. 8 SEPT 1890

Date of completion of Report 1<sup>st</sup> Sept 1890

Port of Sunderland Date, First Survey 21 March 90 Last Survey 21 Aug 90

No. 15654 Survey held at Sunderland

On the Steel screw Steamer Lynton (Yard No. 106) Rig Schooner

TONNAGE under Tonnage Deck

Dr. of Poop

of Raised Or.

Ok. or Break.

Bridge House

Houses on Deck

if excess of Hatchways

Dr. of Forecastle

Do. above Crown of

Engine Room

Gross Tonnage

Free Space

Low Crown of

Line Room

AGE FOR FEES

Engine Room

Navigation Spaces

Net Tonnage

out on Beam

ONE OR TWO DECKED VESSEL

Master G. F. W. Balline

Year of appointment

Built at Sunderland

When built 1890 Launched 19 July

By whom built John Blunkley & Co.

Owners John Holman & Sons

Managers

Residence 50. Lime Street. London. E.C.

Port belonging to London

Half Breadth (moulded)

Depth from upper part of Keel to top of Main Deck

Girth of Half Midship Frame (as per Rule)

1st Number

Length

2nd Number

Proportions—Breadths to Length

Depths to Length—Main Deck to top of Keel

Destined Voyage Trieste

If Surveyed while Building, Afloat, or in Dry Dock

DEPTH on Deck

BREADTH—Moulded

DEPTH—Top of Main Deck

Power of Engines

Horse

No. of Decks with Flat laid

No. of Tiers of Beams

Dimensions of Ship per Register, Length, 250 breadth, 35.1 depth, 17.05

Moulded Depth, ft. 19 ins. 4

Round of Beam 6 inches

## FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates depth and thickness  
STEM, moulding and thickness  
STERN-POST for Rudder do. do.  
for Propeller  
MAIN PIECE of Rudder, diameter at head  
do. at heel  
RUDDER, how constructed  
Can the Rudder be unshipped afloat?

## FRAMING.

Angles, on 7 Bars, for 2 length amidships  
for 1/2 at each end  
in way of Double Bottoms  
Distance of Frames from moulding edge to  
moulding edge, all fore and aft  
YEESED FRAME, Angles  
depth and thickness of Floor Plates  
at mid line for 2 length amidships  
in way of Engines and Boilers  
thickness at the ends of vessel  
depth at 1/2 the half breadth, as per Rule  
height extended at the Bilges  
FLOORS & BRACKETS, in Cell Dble Bottoms  
Distance apart  
CENTRE GIRDER, in Double Bottom, depth  
and thickness  
Angles, Top 4 x 4 x 9/16 Bottom  
SIDE GIRDERS, number and thickness  
Angles  
MARGIN PLATE, depth (exclusive of flange)  
and thickness  
Angles  
INNER BOTTOM PLATING, breadth and  
thickness of Middle Line Strake  
thickness in Engine and Boiler space  
Remainder in Holds  
BEAMS, Main and Raised Quarter Deck,  
Single Angle, Bulb Angle, Plate or Tee Bulb  
Angles on Upper Edge  
Average space  
BEAMS, Lower Deck, Single Angle, Bulb  
Angle, Plate or Tee Bulb  
Angles on Upper Edge  
Average space  
BEAMS, Hold, Plate or Tee Bulb  
Angles on Upper Edge  
Average space  
MS, Poop Deck, Angle, Bulb Angle, Plate  
or Tee Bulb  
Angles on Upper Edge  
Average space  
MS, Bridge Deck, Angle, Bulb Angle,  
Plate or Tee Bulb  
Angles on Upper Edge  
Average space  
BEAMS, Forecastle Deck, Angle, Bulb Angle,  
Plate or Tee Bulb  
Angles on Upper Edge  
Average space  
PILLARS, in 'tween Decks, Size and Spacing  
Hold  
WEB FRAMES, in Fore Body, No. and Spacing  
Brdth & Thickness  
No. of Side Stringers  
WEB FRAMES, in After Body, No. and Spacing  
Brdth & Thickness  
No. of Side Stringers  
Size of Angles  
BRACKET PLATES to Stringers between  
Web Frames, Depth and Thickness

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, vertical plates above  
floors, Through Plate, or Intercoastal Plate  
Rider Plate  
Bulb Plate to Intercoastal Keelson  
Horizontal Plates on Floors  
Angles  
SIDE KEELSON, Angles  
Bulb or Plate above floors for  
Intercoastal Plate for  
Attached to outside plating with Angle  
BULB KEELSON, Angles  
Bulb or Plate above floors for  
Intercoastal Plate for  
Attached to outside plating with Angle  
BULB STRINGER Angles  
Bulb Plate for  
Intercoastal Plate for  
Attached to outside plating with Angle  
SIDE STRINGER Angles  
Bulb or Intercoastal Plate for  
Main and Raised Quarter Deck Stringer  
Plate, on ends of Beams, breadth & thickness  
Angle on ditto  
Tie Plates, fore & aft, outside Hatchways  
Diagonal Tie Plates on Beam, No. of Pairs  
Flat of Dk Iron or Steel for whole length  
Wood  
How fastened to Beams  
Lower Deck Stringer Plate, on ends of  
Beams, breadth and thickness  
Angles on ditto  
Tie Plates, outside Hatchways  
Flat of Deck Material and thickness  
How fastened to Beams  
Hold Stringer Plate, on ends of Beams  
Angles on ditto, No.  
Poop Deck Stringer Plate, breadth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
Bridge Deck Stringer Plate, brdth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness  
Forecastle Deck Stringer Plate, brdth & thickness  
Angle on ditto  
Tie Plates  
Flat of Deck, Material and thickness

## PLATING.

FLAT PLATE KEEL, breadth and thickness  
Bilging or increased thickness, & length applied  
PLATES in Garboard Strakes, brdth & thickness  
From Garboard to lower part of Bilges  
State Thickness of Plating in way of Double Bottom  
Bilges, number of Strakes and thickness  
Of doubling at Bilge, or increased thickness  
and length applied  
from up. part of Bilge to In. edge of Strake  
Sheerstrake, breadth and thickness  
Of doubling at Sheer & In. applied  
Poop Sides  
Raised Quarter Deck Sides  
Bridge Sides  
Forecastle Sides  
Lengths of Plating



**BULKHEADS.** No. in Vessel *Four* No. Req'd. by Rule *Four*

Ceiling betwixt Decks, thickness and material *Iron 2 1/2" plate*

Number of Breasthooks *Four*

Crutches *Two*

*and deep floorings.*

The **FRAMES** extend in one length from *middle line to before and in* Riveted through Plates with *3/8" in. Rivets*, about *6* apart

The **REVERSED ANGLE** on floors and frames extend from *middle line to before and in* Riveted through Plates with *3/8" in. Rivets*, about *6* apart

**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**

Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets *1 in. diameter, averaging 3 1/2 ins. from centre to centre.*

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.*

Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets *3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.*

Butts of all Strakes at Bilge for *2 1/2 ft.* length, treble riveted with Butt Straps *3/8 in. dia.* thicker than the plates they connect or treble overlapped.

Edges from Bilge to Sheerstrake, worked clench, double riveted; with rivets *3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.*

Butts from Bilge to Sheerstrake, worked clench, double riveted; with rivets *3/8 in. dia.* averaging *3 1/2 ins.* from cr. to cr.

Edges of Sheerstrake, double or single riveted. Butts of Sheerstrake, treble riveted for *half* length amidships.

Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Centre Girder, treble riveted.

Butts of Inner Bottom Plating, double riveted. Butts of Centre Girder, treble riveted.

Breadth of edge laps of Shell Plating in double riveting *6 1/2 in.* Breadth of edge laps of Shell Plating in single riveting *6 in.*

Butt Straps of Shell Plating breadth and thickness *2 1/2 in. x 1/2 in.* Butts, if Lapped, breadth of laps *9 in.*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted.

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. *Sheffield - Siemens - Martin - Steel Co. Ltd. Sheffield, N. York, U.S.A.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *A very few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

**MASTS, SPARS, &c.**

	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Head.		Number.	Size.	Seams.	Butts.
Fore	Iron	71-3	2 1/2	1 1/2	1 1/2	2	—	—	Single	Butts
Main	Iron	64-9	1 1/2	1 1/2	1 1/2	2	—	—	Single	Butts
Mizen	Iron	64-9	1 1/2	1 1/2	1 1/2	2	—	—	Single	Butts

*Make plates of good quality supplied by the Messrs. H. B.*

**EQUIPMENT No. 19905 LETTER 9.**

Number of Certificate.	1st Bower	WEIGHT, EX. STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested, and by whom.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
28301	1st Bower	36	1	—	33	5	14	34	2	21	Wartsham	11th Aug. '90	
28302	2nd "	34	1	10	31	18	0	34	2	21	Wartsham	11th Aug. '90	
28303	3rd "	32	2	3	29	16	0	29	1	14	Wartsham	11th Aug. '90	
20607	Stream	9	0	0	11	2	0	8	3	0	Common	11th Aug. '90	
20608	Kedge	5	0	0	7	7	0	4	2	0	Common	11th Aug. '90	
20609	2nd Kedge	2	2	14	0	2	0	2	1	0	Common	11th Aug. '90	

**CHAIN CABLES.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate.		Weight of Chain Cable.		Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and by whom.
			Tens.	Per Rule.	Tens.	Per Rule.				
8535	270	1 1/8	412	5 1/2	360	0.5	270-1 1/8	Shed luff	Wartsham	11th Aug. '90
Iron Stream Chain	75	1 1/8	30	2 1/2	20	0.5	75-1 1/8	Shed luff	Wartsham	11th Aug. '90
Towline (steel wire)	90	3/4	26	—	90-3/4	—	90-3/4	Shed luff	Wartsham	11th Aug. '90

**HAWSERS AND WARPS.**

Number of Certificate.	Fathoms.	Size.	Test per Certificate.		Weight of Hawser or Warp.		Fathoms & Size.	Description.	Makers of Cables.	Where and when tested, and by whom.
			Tens.	Per Rule.	Tens.	Per Rule.				
8535	270	1 1/8	412	5 1/2	360	0.5	270-1 1/8	Shed luff	Wartsham	11th Aug. '90

**Boats** *Two life & two others.*

**Pumps** *Two*

The Windlass is *Emerson, Walker, & Thompson's Patent*

Engine Room Skylights.—How constructed? *Of iron with glass shutters, on iron crammie above hinged*

What arrangements for deadlights in bad weather? *Secured by bars, with bull's eyes.*

Coal Bunker Openings.—How constructed? *Of iron*

How are lids secured? *To lid handles*

Height above deck? *15"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Eight scuppers*

**Cargo Hatchways.**—How formed? *Of iron, usual construction*

Hatches, if strong and efficient? *Yes, solid*

State size No. 1 Hatch (Forward) *12 x 14* No. 2 Hatch *20 x 14* No. 3 Hatch *20 x 14* No. 4 Hatch *18 x 14*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *Web plates & strong bulbs to larger hatchways*

Shifting Beams & strong bulbs to larger hatchways

Bulwarks, height above deck and description *7' 6" iron-plate*

Main Rail, material and size *Iron bulb 6 1/2 x 3/8*

The above is a correct description.

Builder's Signature, (here only.) *John Blumer*

Surveyor's Signature *James Bath*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Order for Special Survey No. *3632*

Date *20 Decr. 1889*

Inspector's Name *James Bath*

No. *106* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

State dates and initials of letters respecting this case *(M) 22nd Nov. 1889. (M) 3rd Feb. 1890.*

General Remarks (State quality of workmanship, &c.)

*This vessel is built in accordance with the approved drawings, the Secretary's letter dated as above, and in other respects as required by the Rules; the workmanship is good.*

*Attention is respectfully called to the fact that, in the double bottom, the frames, floors, brackets, girders, inner bottom plating, and the girder angles, are of iron.*

**PARTICULARS FOR RECORD IN THE REGISTER BOOK.**—Length of Poop *24* ft., R.Q.D. or Break *64* ft., Bridge Dk. *110* ft., F'castle *33* ft.

(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated *Poop on top of R.Q.D. is 3' 6" above line of R.Q.D.; R.Q.D. joined to the Bridge Deck.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *One deck (iron) no wood deck laid thereon. 1 Dk (iron) & web frames.*

Official No. *98447*; Signal Letters *LT SK*

**PARTICULARS OF WATER BALLAST.**

Double bottom, aft, length \_\_\_\_\_ and water capacity in tons \_\_\_\_\_

Double bottom, forward, length \_\_\_\_\_ and water capacity in tons \_\_\_\_\_

Double bottom, under engines and boilers, length \_\_\_\_\_ and water capacity in tons \_\_\_\_\_

Double bottom, constructed on the cellular system, length *200'* and water capacity in tons *345*

Fore peak tank, water capacity in tons \_\_\_\_\_

After peak tank, water capacity in tons \_\_\_\_\_

Midship deep tank, length \_\_\_\_\_ and water capacity in tons \_\_\_\_\_

Other tanks, if fitted, length \_\_\_\_\_ and water capacity in tons \_\_\_\_\_

The above have \_\_\_\_\_ been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint.*

**FREEBOARD** assigned by the Committee, as per Secretary's Letter, dated *21st Nov. 1889*

In Summer *1 ft. 4 1/2 in.*

In Winter *1 ft. 9 1/2 in.*

For Winter in North Atlantic *1 ft. 11 1/2 in.*

Fresh Water above the centre of disc *4 1/2 in.*

State if marked on Vessel's sides in accordance with Notice No. 572 *yes*

Verification report No. *15650* forwarded

The amount of Entry Fee, £ *4* : *0* : *0* is received by me, *James Bath*

Special ... £ *65* : *4* : *6* 1890

Certificate £ — : — : —

Travelling Expenses, if any £ — : — : —

In opinion this Vessel should be Classed *100 A 1 Steel*

Committee's Minute *FRI 19 SEPT 1890*

Character assigned *100 A 1 Steel*

*ATP 1 Dk (Iron) & web frames*

*+ 5 Mc 8,90 Well str. F.K.*

*Record freeboard*

*It is submitted that this vessel appears eligible to be Classed 100 A 1 (Steel) as recommended by the Committee.*

*All D.B. particulars as above.*

*James Bath*

*F.K.*

Lloyd's Register Foundation

2/ 1410-00200-0147 2/2