

1 Dk., R.Q.Dk.,

IRON OR STEEL STEAMER.

THUR, 20 JAN 1898

Received at London Office.

and Pt. A-wing Dk.

State if Report is also sent on the Machinery of the Vessel *Yes*.

Date of completion of Report *19th Jan*

Date, First Survey *Nov 26th 1895*

Port of *Barrow*

Last Survey *Jan 11th 1898*

Rig *3 Mast Schooner*

No. *803* Survey held at *Workington*

On the *Shal. Screw Steamer "LODES"*

Master *John J. ...*

Year of appointment *(1) As master in service of owner of present vessel: 18 (2) As master of this vessel: 18*

Built at *Workington*

When built *1898*. Launched *10th Jan*

By whom built *H. Williamson & Son*

Owners *Casbourne Fowler & Co*

Managers

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

Residence *Middlesbrough*

Port belonging to *Middlesbrough on Tins*

ONE ~~DECKED~~ DECKED VESSEL.

CLASS *100-A-1*

FEET.

Half Breadth (moulded) *11.75*

Depth from upper part of Keel to top of Main Deck Bms. *11.75*

Girth of Half Midship Frame (as per Rule) *21.20*

1st Number *44.7*

Length *152.25*

2nd Number *6805*

Proportions—Breadths to Length *6.48*

Depths to Length—Main Deck to top of Keel *12.95*

Destined Voyage *Glasgow for Engineer* Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH—Top of Floors to Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>152</i>	<i>3</i>		<i>23</i>	<i>6</i>		<i>10</i>	<i>8 1/2</i>				<i>one</i>	<i>one</i>

Dimensions of Ship per Register, Length, *153.6* breadth, *23.7* depth, *8.95*. Moulded Depth, ft. *11* ins. *3*. Round of Beam *6* inches.

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>1</i> , <i>E</i> or <i>1</i> Bars, for $\frac{1}{2}$ length amidships	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>
Do. for $\frac{1}{2}$ at each end	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft		<i>21</i>			<i>21</i>	
EVERSED FRAME, Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
DECK FRAMING, depth of girder		<i>12 1/2</i>	<i>6</i>		<i>12 1/2</i>	<i>6</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships			<i>7 x 8</i>			<i>7 x 8</i>
Do. in way of Engines and Boilers			<i>5</i>			<i>5</i>
Do. thickness at the ends of vessel						
Do. depth at $\frac{1}{2}$ the half breadth, as per Rule						
Do. height extended at the Bilges						
FLOORS & BRACKETS, in C&B Double Bottoms						
Distance apart						
CENTRE GIRDER, in Double Bottom, depth and thickness		<i>16</i>	<i>8</i>		<i>16</i>	<i>8</i>
Do. Angles, Top	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
Do. Bottom	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
DECK GIRDERS, number and thickness	<i>(2)</i>		<i>6</i>			<i>6</i>
Do. Angles	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
MARGIN PLATE, depth (exclusive of flange) and thickness		<i>27</i>	<i>6</i>		<i>27</i>	<i>6</i>
Do. Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake			<i>6</i>			<i>6</i>
Do. thickness in Engine and Boiler space			<i>6</i>			<i>6</i>
Do. Remainder in Holds						
RAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>2 1/2</i>	<i>6</i>	<i>4</i>	<i>2 1/2</i>	<i>6</i>
Do. Angles on Upper Edge		<i>21</i>			<i>21</i>	
Do. Average space						
RAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Average space						
RAMS, Hold, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Average space						
RAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						
Do. Angles on Upper Edge						
Do. Average space						
RAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4</i>	<i>2 1/2</i>	<i>6</i>	<i>4</i>	<i>2 1/2</i>	<i>6</i>
Do. Angles on Upper Edge						
Do. Average space		<i>42</i>			<i>42</i>	
RAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	<i>7</i>
Do. Angles on Upper Edge						
Do. Average space		<i>42</i>			<i>42</i>	
CLARS, In 'tween Decks, Size and Spacing						
Do. Hold	<i>3 x 2 1/2</i>	<i>(42)</i>	<i>3 x 2 1/2</i>	<i>(42)</i>		
Do. Quarter, 'tween Dks.						
Do. in Hold						
WEB FRAMES, In Fore Body, No. and Spacing						
Do. Breadth & Thickness						
No. of Side Stringers						
WEB FRAMES, In E & R Space, No. & Spacing						
Do. Breadth & Thickness						
WEB FRAMES, In After Body, No. and Spacing						
Do. Breadth & Thickness						
No. of Side Stringers						
Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bar or Side Plates depth and thickness	<i>7 x 1 1/2</i>	<i>7 x 1 1/2</i>
STEM, moulding and thickness	<i>6 1/2 x 1 1/2</i>	<i>6 1/2 x 1 1/2</i>
STERN-POST for Rudder do. do.	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>
Do. for Propeller	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>
MAIN PIECE of Rudder, diameter at head	<i>4 1/4</i>	<i>4 1/4</i>
Do. at heel	<i>2 1/4</i>	<i>2 1/4</i>

RUDDER, how constructed *Forged with side plates.*
Can the Rudder be unshipped afloat? *Yes.*

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		<i>11</i>	<i>9</i>		<i>11</i>	<i>9</i>
Do. Rider Plate		<i>8</i>	<i>8</i>		<i>8</i>	<i>8</i>
Do. Bulb Plate to Intercoastal Keelson						
Do. Horizontal Plate on Floors						
Do. Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
SIDE KEELSON, Angles						
Do. Bulb or Plate above floors for length						
Do. Intercoastal Plate for length						
Do. Attached to outside plating with Angle						
BILGE KEELSON, Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
Do. Bulb or Plate above floors for length		<i>5 1/2</i>	<i>5</i>		<i>5 1/2</i>	<i>5</i>
Do. Intercoastal Plate for length						
Do. Attached to outside plating with Angle						
BILGE STRINGER Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
Do. Bulb Plate for length						
Do. Intercoastal Plate for length						
Do. Attached to outside plating with Angle						
SIDE STRINGER Angles	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	<i>6</i>
Do. Bulb or Intercoastal Plate for length		<i>12</i>	<i>7</i>		<i>12</i>	<i>7</i>
Do. Attached to outside plating with Angle		<i>3</i>	<i>6</i>		<i>3</i>	<i>6</i>

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>36</i>	<i>7</i>	<i>26</i>	<i>7</i>
Do. Angle on ditto	<i>3.3</i>	<i>7</i>	<i>3.3</i>	<i>7</i>
Do. Tie Plates fore & aft, outside Hatchways				
Do. Diagonal Tie Plates on Bms., No. of Pairs				
Do. Main Dk* <i>Iron</i> Steel for <i>Whole</i> lng.		<i>6</i>		<i>6</i>
Do. R. Q. Dk* <i>Iron</i> Steel for <i>Whole</i> lng.		<i>6</i>		<i>6</i>
Do. Wood Deck, Material & thickness				
Lower Deck Stringer Plate, breadth and thickness				
Do. Angles on ditto, No.				
Do. Tie Plates, outside Hatchways				
Do. Deck, Material and thickness				
Hold Stringer Plate				
Do. Angles on ditto, No.				
Poop Deck Stringer Plate, breadth & thickness				
Do. Angle on ditto				
Do. Tie Plates				
Do. Deck, Material and thickness				
Bridge Deck Stringer Plate, breadth & thickness	<i>22</i>	<i>5</i>	<i>22</i>	<i>5</i>
Do. Angle on ditto	<i>3.3</i>	<i>6</i>	<i>3.3</i>	<i>6</i>
Do. Tie Plates		<i>6</i>		<i>6</i>
Do. Deck, Material and thickness	<i>4 P</i>	<i>5 1/2 x 3</i>	<i>5 1/2 x 3</i>	
Forecastle Deck Stringer Plate, breadth & thickness	<i>19</i>	<i>5</i>	<i>14</i>	<i>5</i>
Do. Angle on ditto	<i>3.3</i>	<i>3</i>	<i>3.3</i>	<i>3</i>
Do. Tie Plates		<i>6</i>		<i>6</i>
Do. Deck, Material and thickness	<i>4 P</i>	<i>5 1/2 x 3</i>	<i>5 1/2 x 3</i>	

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.	Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing		
			40th 20ths.	Inches.	Inches.	Inches.		
W. T. BULKHEADS	3	3	5	3 x 2 1/2	3 x 2 1/2	30	Double	Mean 47.0 ft
PARTITION "								
LONGITUDINAL "								

Are the outside Plates doubled two spaces of Frames in length? *Yes.*

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		RIVETING.						
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	AMIDSHIP.	EDGES.	BUTTS.	BUTTS.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to or.	Thickness.	Breadth.	For what Length.
Garboard or A Strake	36	8	8	8	31	8	Double.	4 1/2	3/4	3	Double.	3/4	2 7/8
B	32	6	5	5	54	6	"	"	"	"	"	"	"
C	46	7	6	6	45	7	"	"	"	"	"	"	"
D	39	8	6	6	42	8	"	"	"	"	"	"	"
E	40	7	5	5	48	7	"	"	"	"	"	"	"
F	48	7	6	6	45	7	"	"	"	"	"	"	"
G	34	10	7	7	32	10	"	"	"	"	"	"	"
H	40	6	5	5	6	5	"	"	"	"	"	"	"
J	40	5	5	5	5	5	"	"	"	"	"	"	"
K													
L													
M													
N													
O													
P													

DOUBLING OF PLATE KEEL

Length and thickness of Bilges

Length and thickness of Sheerstrakes

Length and thickness of Strake below

POOP SIDES

RAISED QUARTER DECK SIDES

BRIDGE SIDES

FORECASTLE SIDES

LENGTHS OF PLATING

7 frame spaces.

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. *Siemens Martin Steel.*

Angles & Butts, Lamination & Corbels. *Plate Corbels.*

Main Stringer Plate

Butts, riveted for whole length

Straps, single, double or overlapped for length

Butts of Bilge & Side Stringers, and Tie Plates, riveted for whole length

Inner Bottom Plating, riveting of Edges

Single Butts

Centre Girder Butts, riveted

Keelson Butts, riveted

Frames, riveted through Plates with

3/4 in. Rivets, about 54 apart.

Rivets, state whether of Iron or Steel

Iron.

FRAMES extend in one length from *bulkhead to bulkhead* to *gunwale*.

REVERSED FRAMES on floors and frames extend from *middle line to upper turn of bilge and to stringer plate and upper part of double angle stringer in way of R.Q.D.* *Double in E & B.*

MASTS, SPARS, &c.

LOWER MASTS	Material.	Total length.	DIAMETER AND THICKNESS.		No. of Plates in round	ANGLES.	RIVETING.
			At Partners.	Heel.			
Fore	Wood	53.0	12 1/2	10 1/2			
Main	"	54.9	12 1/2	10 1/2			
Mizen	"	38.6	9 1/2	8 1/4			

Topmasts, Yards and Remainder of Spars *Wood.*

Rigging, Material and Size, Shrouds *S.S. 1/4" Fore 2 1/2", Main 2 1/2", Mizzen 2".* Stays *Fore 3", Main double 2 1/2", Mizzen 2 1/2".*

Sails. *One complete* Suit of *good* Sails and the following *new* sails

EQUIPMENT No. 7451 LETTER *f* TONNAGE FOR TRAWLERS *U.D.K.* ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQ. BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	lbs.	Cwts.	lbs.	Tons.	Cwts.	lbs.	Cwts.			
18868	1st Bower	7	10	1	3	9	9	1	14	7	1	0
31252	2nd "	7	10	1	3	9	9	1	14	7	1	0
	3rd "											
	Collective weight	14	20			14	20					
31253	Stream	2	14	0	2	14	0	2	1	0	Common.	
	Kedge	1	16					1	0	0		
	2nd Kedge											

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
				Supplied.	Per Rule.				
12802	165	1" 27/32	18	86	0.2	84	0.17	165	1" 27/32
12794									

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
				Supplied.	Per Rule.				
12802	165	1" 27/32	18	86	0.2	84	0.17	165	1" 27/32
12794									

Boats *2 Lifeboats & 1 Dingy.*

Pumps, Number *3 Hand Pumps.*

Windlass is *Emerson Walker & Thompson Pat. L.E.* Capstan *2 Steam Windlass*

Engine Room Skylights.—How constructed? *Wood on top of high casing on R.Q.D.*

What arrangements for deadlights in bad weather? *Glass with iron bars on top.*

Coal Bunker Openings.—How constructed? *plates & angles.* How are lids secured? *hatch bars.* Height above deck? *6 ft. 6 inches*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 Scuppers on each side, freeing ports in hull & on R.Q.D.*

Ceiling in Holds, thickness and material *2 1/2"* Ceiling 'tween Decks, thickness and material *—*

Cargo Hatchways.—How formed? *plates and angles.* Hatches.—If strong and efficient? *Yes.*

State size No. 1 Hatch (Forward) *22.9' x 11.0'* No. 2 Hatch *22.6' x 11.2'* No. 3 Hatch *—* No. 4 Hatch *—*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *2 Web plate beams & 1.5' x 4' in each hatchway*

No. of Breasthooks *Five* No. of Crutches *Three*

Bulwarks, height above deck and description *plates 4 ft. high in hull.* Main Rail, material and size *—*

The above is a correct description.

Builder's Signature (here only) *B.W. Williamson & Co.* Surveyor's Signature *Wm. Johnston*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

(M) 11th Oct. 98. (E) 6th April 97. (M) 1st July 97.

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 few at Butts.*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans, the Secretaries letters of the above dates, and in other respects in accordance with the Rules, and the Workmanship is good. The steel used in her construction has been manufactured at the Works Ref. forth on this report and duly tested by the Societys Surveyors. The decks and trunk frames have been tested and found satisfactory. This vessel was commenced in Nov. 1895 and before launching the hull was lighted and found to have 1 1/2" camber in the middle. She left Nottingham on the 13th inst. for Glasgow to receive her machinery. To complete her the engine & boiler casing require to be permanently closed up and riveted of which the Glasgow Surveyors have been advised.*

This is practically a sister vessel to the ss "Holmcegar" Buo Reg. No. 657.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Deck *86.3* ft., R.Q.D. or Break *86.3* ft., Bridge Dk. *10.6* ft., Forecastle *20.0* 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

R.Q.D. joined to Bridge.

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) *1 Dh (Steel)*

Official No. *109,232*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *No.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,			Fore peak tank,		
Double bottom, forward,	78.75	95	After peak tank,		
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,					

(If necessary, furnish further information by sketch.)

State whether the above have been tested as required by the Rules *Tested & found satisfactory*

Order for Special Survey No. *46*

Date *8th March 94*

Order for Ordinary Survey No. *—*

Date *—*

No. *111* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought *1895 Nov 26. Dec 12. 1896 Jan 8. 21. 30. Feb 11. 20. Mar 9. 23. April 8.*

2nd. On the plating during the process of riveting *May 7. 18. June 1. July 3. 10. 28. Aug 7. 27. Sep 3. 10. 17. 23. Oct 6. 13. 20. 23.*

3rd. When the beams were in and fastened and before the decks were laid *Nov 3. 11. 17. 25. Dec 2. 7. 21. 1897 Jan 11. 22. 28. Feb 4. 9. 19. Mar 2. 10. 31. Apr 9. 22.*

4th. When the ship was complete, and before the plating was finally coated or cemented *May 4. 17. 19. June 3. 15. 26. July 8. Aug 12. Sep 21. 30. Oct 15. 21. 29. Nov 5. 9. 11. 18. 23.*

5th. After the ship was launched and equipped *Nov 3. 9. 16. 22. 1898 Jan 6. 11.*

Total No. of Visits *68*

The amount of Entry Fee *£ 2 : 0 : 0* Fees applied for, *Special £ 16 : 18 : 0* *14th Jan 1898* *12.98*

Certificate £ *—* Received by me *31.1.98*

Travelling Expenses, if any *£ 2 : 10 : 6*

I am of opinion this Vessel should be Classed *+100. R.1 (Steel.)*

With, or without Freeboard, as condition of Class *Without freeboard as condition of Class.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI, 4 FEB 1898*

Character assigned *as per + 2mc 1.98* *100 DA Steel* *100 (31.1.98)*

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