

1st Dks., R.O. Dk.,  
and Pt. Awng. Dk.

# STEEL STEAMER.

THUR 25 APR 1895  
Received at London Office.

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

Date of completion of Report 23. 4. 95

Port of WEST HARTLEPOOL.

No. 9663 Survey held at West Hartlepool Date, First Survey 22. Nov. 1894 Last Survey 19. April 18 95

Rig For Rig Schooner (2 masts)

Master Thomas Owen

Year of appointment (1) As master in service of owner of present vessel 18 87 (2) As master of this vessel 18 95

Built at West Hartlepool

When built 1895 Launched 13. March 1895

By whom built Furness Withy & Co. Ltd.

Owners J. Lilly & Co.

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

Residence West Hartlepool

Port belonging to West Hartlepool

TONNAGE under Tonnage Deck... 1771.73  
Do. of Raised Or. 164.66  
Do. of Break... 18.25  
Do. of Bridge... 23.74  
Do. of Houses on Deck 46.37  
Do. of excess of Hatchways 23.74  
Gross Tonnage 2353.59  
Less Crew Space 71.39  
Less Engine Room 756.35  
Less Navigation Spaces 31.37  
Register Tonnage 1504.58

ONE OR TWO DECKED VESSEL.

CLASS #100A1

Half Breadth (moulded) 20.42  
Depth from upper part of Keel to top of Main Deck Bms. 20.82  
Girth of Half Midship Frame (as per Rule) 36.92  
1st Number 78.16  
Length 291.33  
2nd Number 22770  
Proportions—Breadths to Length 7.13  
Depth to Length—Main Deck to top of Keel 13.98  
Destined Voyage River Plate

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck Feet. Inches. 291 4  
BREADTH—Feet. Inches. 40 10  
DEPTH—Feet. Inches. 17 8  
Power of Engines 2214  
Horse. 2214  
No. of Decks with Flat laid 1  
No. of Tiers of Beams 10  
Dimensions of Ship per Register, Length, 293.0 breadth, 41.0 depth, 17.6 Moulded Depth, ft. 20 ins. 0 Round of Beam 10 inches.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	Inches per Rule.
FRAME, Angle 7-E [ Bars, for 3 length amidships	6	3	11	KEEL, Bar or Side Plates depth and thickness	10 x 2 1/2	10 x 2 1/2	10 x 2 1/2
Do. for 3 at each end			10	STEM, moulding and thickness	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2
Do. in way of Double Bottoms	6 1/2	3	8.7	STERN-POST for Rudder do. do.	10 x 5 1/2	10 x 5 1/2	10 x 5 1/2
" " " angles at intermdt. Bkts.	24		24	" " for Propeller	7 3/4	7 3/4	7 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft				MAIN PIECE of Rudder, diameter at head	3 1/4	3 1/4	3 1/4
REVERSED FRAME, Angle				do. at heel			
DECK FRAMING, depth of girder	38	9	38	RUDDER, how constructed Forged iron frame, plated			
FLOORS, depth and thickness of Floor Plate at mid-line for 3 length amidships	38	8	38	Can the Rudder be unshipped afloat?			
" " in way of Engines and Boilers	38	8	38	KEELSONS AND STRINGERS.			
" " thickness at the ends of vessel	38	8	38	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" " depth at 3 the half breadth, as per Rule	38	8	38	" " Rider Plate			
" " height extended at the Bilge	38	8	38	" " Bulb Plate to Intercoastal Keelson			
FLOORS & BRACKETS, in Collable Bottoms				" " Horizontal Plates on Floors			
" " " " " "				" " Angles			
CENTRE GIRDER, in Double Bottom, depth and thickness	38	8	38	SIDE KEELSON, Angles			
" " " " " "	38	8	38	" " Bulb or Plate above floors for length			
SIDE GIRDERS, number and thickness	38	8	38	" " Intercoastal Plate for length			
" " " " " "	38	8	38	" " Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	26	8	26	BILGE KEELSON, Angles			
" " " " " "	26	8	26	" " Bulb or Plate above floors for length			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4	3	8	" " Intercoastal Plate for length			
" " " " " "	4	3	8	" " Attached to outside plating with Angle			
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10	6	9	SIDE STRINGER Angles			
" " " " " "	10	6	9	" " Bulb or Intercoastal Plate for length			
" " " " " "	10	6	9	" " Attached to outside plating with Angle			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	48		48	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	75	10	75 10
" " " " " "	48		48	" " Angle on ditto	4 1/2 x 4 1/2	4 1/2 x 4 1/2	4 1/2 x 4 1/2
BEAMS, Hold, Plate or Tee Bulb	5	4	9	" " Tie Plates fore & aft outside Hatchways	4 1/2 x 4 1/2	4 1/2 x 4 1/2	4 1/2 x 4 1/2
" " " " " "	5	4	9	" " Diagonal Tie Plates on Bms. No. of Pairs	From 3/16	From 3/16	From 3/16
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	7	" " Main Dk* Iron or Steel for length	From 3/16	From 3/16	From 3/16
" " " " " "	5 1/2	3	7	" " R. Q. Dk* Iron or Steel for length	From 3/16	From 3/16	From 3/16
" " " " " "	5 1/2	3	7	" " Wood Deck, Material and thickness	From 3/16	From 3/16	From 3/16
" " " " " "	5 1/2	3	7	Lower Deck Stringer Plate, breadth and thickness	75	9	75 9
PILLARS, In 'tween Decks, Size and Spacing	24		24	" " Angle on ditto	5 x 4	5 x 4	5 x 4
" " " " " "	24		24	" " Tie Plates	From 5/16	From 5/16	From 5/16
WEB FRAMES, In Fore Body, No. and Spacing	7-2		7-2	" " Deck, Material and thickness	From 5/16	From 5/16	From 5/16
" " " " " "	7-2		7-2	Bridge Deck Stringer Plate, breadth and thickness	75	9	75 9
WEB FRAMES, In E. & B. Space, No. & Spacing	7-2		7-2	" " Angle on ditto	5 x 4	5 x 4	5 x 4
" " " " " "	7-2		7-2	" " Tie Plates	From 5/16	From 5/16	From 5/16
WEB FRAMES, In After Body, No. and Spacing	7-2		7-2	" " Deck, Material and thickness	From 5/16	From 5/16	From 5/16
" " " " " "	7-2		7-2	Forecastle Deck Stringer Plate, breadth and thickness	75	9	75 9
" " " " " "	7-2		7-2	" " Angle on ditto	5 x 4	5 x 4	5 x 4
" " " " " "	7-2		7-2	" " Tie Plates	From 5/16	From 5/16	From 5/16
" " " " " "	7-2		7-2	" " Deck, Material and thickness	From 5/16	From 5/16	From 5/16
" " " " " "	7-2		7-2	Are the outside Plates doubled two spaces of Frames in length?	Yes		



PLATING. AS IN SHIP. FORWARD. AFT. PER RULE OR AS APPROVED. AMIDSHIP. STRAKES. BREADTH. THICKNESS. RIVETING. EDGES. BUTTS. STRAPS. IF LAPPED. FLAT PLATE KEEL. (If Bar Keel, state Riveting) GARBOARD OR A STRAKE. State actual thickness in way of Double Bottom. B. C. D. E. F. G. H. J. K. Main Sheer. L. Pt. Sheer. M. N. O. P. DOUBLING of Flat Plate Keel of Bilges. Length and thickness of Sheerstrakes. of Strake below POOP SIDES. RAISED QUARTER DECK SIDES. BRIDGE SIDES. FORECASTLE SIDES. LENGTHS OF PLATING. 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. Mild Steel - Bolckow Thompson, Corbridge, W. Yorks. Best Iron - J. Hill & Co., Dryden, N.Y.

FRAMES extend in one length from tank side to gunwale. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. DIAMETER AND THICKNESS. Head. Hoists. Heel. No. of Plates in round. ANCHORS. Number. Size. Seams. Butts. Lower Masts. Fore. Main. Minor. Iron masts made by Sudron Wood Topmasts (telescopic). Stays 4 1/4" & 2 1/2" gal. iron wire. Rigging, Material and Size, Shrouds. Sails. Suit of. TONNAGE FOR TRAWLERS. ANCHORS. Description of Anchor. Makers. Where and when tested and Superintendent.

EQUIPMENT NO. 25816 LETTER S. CHAIN CABLES. 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. 27319 1st Bower. 40 0 14. 36 0 2 14. 40 0 0. Byers. 12.2.95 J. Hartness. 27340 2nd. 40 0 14. 35 16 3 14. 40 0 0. patent. Sunderland. 20.2.95 Sunderland. 27322 3rd. 34 0 7. 31 14 1 14. 34 0 0. Stockless. 12.2.95. D. Taylor. 12.2.95 J. Hartness. Collective weight. 114 2 7. 114 2 7. 114 2 7. Drop test certificate supplied for cast steel heads. J. Sons. 12.2.95 Sunderland. 27317 Stream. 10 2 0. 2 2 14. 12 8 3 0. 10 2 0. Common. 27318 Kedge. 5 1 0. 1 1 7. 7 11 3 14. 5 1 0. HAWERS AND WARPS. Number of Certificate. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Rule. TOWLINE. 90 4 33 tons 90-4. HAWSER. 90 3 1/2 22 1/2 90-3. WARP. Manila 90 7 1/2 90-7.

CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Supplied. Per Rule. 11352 240 1 1/8 824-598 398 1.397.3.6 740-1 1/8. 13. J. Taylor & Sons. 18.2.95 J. Hartness. 11361 75 1 1/8 348-224 48.2.25 48.2.6 75-1 1/8. 13. Sunderland. 13.2.95 Sunderland. HAWERS AND WARPS. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Rule. TOWLINE. Steel 90 4 33 tons 90-4. HAWSER. 90 3 1/2 22 1/2 90-3. WARP. Manila 90 7 1/2 90-7.

Boats. 2 life boats and 2 others. Pumps, Number. Six deck pumps. Windlass is. Clarke Chapman & Co. Engine Room Skylights. How constructed? Iron on iron casing 6' 7" high. What arrangements for deadlights in bad weather? Thick glass bullseyes in iron hinged covers. Coal Bunker Openings. How constructed? 3 hatches each side. How are lids secured? 1 Bars & tarpaulins. Height above deck? 18" and 12". Number of Scuppers, and number and dimensions of Freeing Ports, &c. 5 scuppers, 4 ports (22 x 15) Each side of Quarter deck. Ceiling in Holds, thickness and material. 2 1/2" W.P. Hatches. If strong and efficient? 17.10 x 14.9. Cargo Hatchways. How formed? Steel plate coaming. No. 3 Hatch 23.10 x 15.10. No. 4 Hatch 17.10 x 14.9. State size No. 1 Hatch (Forward) 16.0 x 15.10. No. 2 Hatch 23.10 x 15.10. No. 3 Hatch 23.10 x 15.10. No. 4 Hatch 17.10 x 14.9. Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. 1 web in No. 1 & 4 hatches, 2 webs in No. 2 & 3. No. of Breasthooks. 3. Hatches. 1 & 4 deep floor. Bulwarks, height above deck and description. Thick plating 33" above Q-deck stringer. Main Rail, material and size. 6" ball angle. The above is a correct description. Signature (here only). J. Mills. Surveyor's Signature. Chas. J. Mills. 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)

1894 - July 31. Aug 8. Sep 27. Dec 5. 1895 - Feb 26. April 2.

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

to plate, &c, conform well to each other?

Yes

Do the holes for riveting plate to frames, butt straps, or plate  
Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces?

Yes

Do any rivets break into or through the seams or butts of the plating?

A few

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

Yes.

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

The workmanship is good & the vessel has been constructed in accordance with the app<sup>d</sup> plans (6 in no.) which together with one Forgings Report are attached hereto.

The collision bulkhead has been tested by filling fore peak with water to height of load line; decks & tunnel tested by hose & found good. Hand pumps tried & found to work satisfactorily.

Drawings.

Midship Section

forwarded previously

Profile

after peak bulkhead

Bulk angle frame

Iron masts

Pumping plan.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. or Break ☒ ft., Bridge Dk. 182 ft., F'castle ☒ 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

Classed Quarter deck joined to Part Awning deck.

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 Deck (Iron & Steel) Part Awning Deck (Iron & Steel) & web frames

Official No. 102728; Signal Letters

How are the surfaces preserved from oxidation? Inside

Portland Cement Paint

Outside Paint

Cellular

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
able bottom, aft, Under Engines	114	231	Fore peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
able bottom, forward,	116	227	After peak tank,	<input checked="" type="checkbox"/>	1/2
able bottom, under Engines and Boilers, well under Boilers			Midship deep tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
able bottom, if under Engines only,			Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
able bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules

Yes

For Special Survey No. 1612

Date 7<sup>th</sup> Dec, 1894

For Ordinary Survey

213 in builder's yard

DATES of Surveys held while building as per Section 18.

- 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

Built under Special Survey.

First visit, 22<sup>nd</sup> Nov<sup>r</sup>, 1894

Last " " 19<sup>th</sup> April, 1895.

Total No. of Visits 43

Amount of Entry Fee .....£ 5:

Special.....£ 82: 6:

Certificate\* £ :

Travelling Expenses, if any £ :

Fees applied for, 25. 4. 1895

Received by me, 25. 4. 1895

\* Certificate to be sent

In opinion this Vessel should be Classed

th, without Freeboard, as condition of Class

100A1 Part Awning deck

Chas. F. Whiting

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

Committee's Minute

Character assigned

FRI 26 APL 1895

100 A1 (steel)

pt awng dk with freeboard

A x B. P. + L.M.C. 4. 95

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed 100A1 (Steel) Part Awning deck with freeboard as recommended. The Summer freeboard of 8' 3" from center of disc to top of statutory deck line at part awning deck, now marked in the vessel's side, to be inserted in the Classification Certificate and recorded in the Register Book, and further the remaining freeboards as shown in the accompanying classification form to be inserted in the certificate of classification.

+ 100A1 (Steel) "pt awng dk with freeboard"

1 DR (pt 2nd & pt 3rd) 9 web frames 4 pt awng dk (pt 2nd & pt 3rd)

M.B. = C.L.D.B. 4. 4. 114' 116' 4585 APT 125

EK Cam

HPL 375-0018(2/2)

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