

102 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

Received at London Office.
MON 21 NOV 1898

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

Date of completion of Report *19th November 1898* Port of *Middlesbrough - Tees*
Date, First Survey *7th June 1898* Last Survey *14th November 1898*
Alf (Yard No. 351) Rig *Schooner*

No. *2471* Survey held at *Stockton-on-Tees*
On the *Screw Steamer*

TONNAGE under Tonnage Deck... *2364.88*
Do. of Poop *58.38*
Do. of Raised Qr. *167.54*
Do. of Breakers *360.54*
Do. of Bridge House *49.64*
Do. of Foremast *15.55*
Do. of Houses on Deck *58.50*
Do. of excess of Hatchways *3078.29*
Do. of Engine Room *83.28*
Gross Tonnage *3078.29*
Less Crew Space *2995.01*
Less above Crown of Engine Room *83.28*
TONNAGE FOR FEES *2995.01*
Less Engine Room *83.28*
Navigation Spaces *335025.32*
Register Tonnage *1969.69*
Cut on Beam

ONE OR TWO DECKED VESSEL.

CLASS *100 A Steel Part awng Deck.*

Master *Elling Hansen*
Year of appointment *1896*
Built at *Stockton-on-Tees*
When built *1898* Launched *29-9-98*
By whom built *Ropner & Co*
Owners *J. R. Olsen*
Managers *B*
Residence *Bergen, Norway*
Port belonging to *Bergen*

Half Breadth (moulded) *20.65*
Depth from upper part of Keel to top of Main Deck Bms. *24.87*
Girth of Half Midship Frame (as per Rule) *41.75*
1st Number *84.27*
Length *320.2*
2nd Number *27943*
Proportions—Breadths to Length *4.4*
Depths to Length—Main Deck to top of Keel *12.8*
Destined Voyage *Baltimore*
If Surveyed while Building *Afloat, or in Dry Dock* *Yes*

LENGTH on Deck Feet. Inches. *320 2 1/2* BREADTH Moulded... Feet. Inches. *41 3 1/2* DEPTH Cellular bottom Top of Deck to Main Deck Feet. Inches. *20 8* Power of Engines *250* No. of Decks with Flat laid *1* No. of Tiers of Beams *2* Round of Beam *14* inches *28*

FRAMING.				FORGINGS AND CASTINGS.			
NAME, Angles, L, E or L Bars, for 1/2 length amidships	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.	KEEL, Bar or Side Plates depth and thickness	Inches in Ship.	Inches per Rule Or as Approved.	
Do. for 1/2 at each end	5 1/2	3 1/2	8	STEM, moulding and thickness	10 1/2 x 2 1/2	10 1/2 x 2 1/2	
Do. in way of Double Bottoms at Solid Floors.	5 1/2	3 1/2	8	STERN-POST for Rudder do. do.	11 x 6	11 x 6	
" " at intermdt. Bkts.	5 1/2	3 1/2	8	" for Propeller	11 x 6	11 x 6	
Distance of Frames from moulding edge to moulding edge, all fore and aft	3 1/2	3 1/2	8	MAIN PIECE of Rudder, diameter at head...	8 1/2	8 1/2	
INVERSED FRAME, Angles	4	3 1/2	8	do. at heel	4 1/2	4 1/2	
DEEP FRAMING, depth of girder	2 1/4	—	—	RUDDER, how constructed <i>Iron forging. Plated in usual way.</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	4	3 1/2	8	Can the Rudder be unshipped afloat? <i>Yes</i>			
" in way of Engines and Boilers	—	—	—	KEELSONS AND STRINGERS.			
" thickness at the ends of vessel	—	—	—	NAME, Angles, L, E or L Bars, for 1/2 length amidships	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.
" depth at 1/2 the half breadth, as per Rule	—	—	—	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	—	—	—
" height extended at the Bilges	—	—	—	" Rider Plate	—	—	—
DOORS & BRACKETS, in Cell Dble Bottoms	40	—	7/16	" Bulb Plate to Intercoastal Keelson	—	—	—
" Distance apart	24	—	—	" Horizontal Plates on Floors	—	—	—
CENTRE GIRDER, in Double Bottom, depth and thickness	40	—	12	" Angles	—	—	—
" Angles, Top	4	4	9	SIDE KEELSON, Angles	—	—	—
" Bottom	6 1/2	4	10	" Bulb or Plate above floors for lng.	—	—	—
DE GIRDERS, number and thickness	one	—	7/16	" Intercoastal Plate for length	—	—	—
" Angles	3 1/2	3 1/2	8	" Attached to outside plating with Angle	—	—	—
MARGIN PLATE, depth (exclusive of flange) and thickness	36	—	8	BILGE KEELSON, Angles	—	—	—
" Angles	3 1/2	3 1/2	8	" Bulb or Plate above floors for len.	—	—	—
LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake	49	—	7/16	" Intercoastal Plate for length	—	—	—
" thickness in Engine and Boiler space	—	—	7/16	" Attached to outside plating with Angle	—	—	—
" Remainder in Holds	—	—	7/16	BILGE STRINGER Angles	—	—	—
AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	7 1/2	3	9	" Bulb Plate for length	—	—	—
" Angles on Upper Edge	—	—	—	" Intercoastal Plate for length	—	—	—
" Average space	24	—	—	" Attached to outside plating with Angle	—	—	—
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11-10	—	11-10	SIDE STRINGER Angles	—	—	—
" Angles on Upper Edge	3 1/2	3 1/2	7	" Bulb or Intercoastal Plate for lng.	—	—	—
" Average space	—	—	—	" Attached to outside plating with Angle	—	—	—
AMS, Hold, Plate or Tee Bulb	15	—	10	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	4 1/2	12 1/2	4 1/2
" Angles on Upper Edges	5	4	9	" Angle on ditto	4 1/2	9	4 1/2
" Average space	—	—	—	" Tie Plates fore & aft, outside Hatchways	4 1/2 x 4 1/2	10	4 1/2 x 4 1/2
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6 1/2	3	9	" Diagonal Tie Plates on Bms., No. of Pairs	—	—	—
" Angles on Upper Edge	—	—	—	" Main Dk* Iron or Steel for whole lng.	—	—	—
" Average space	—	—	—	" R. Q. Dk* Iron or Steel for whole lng.	—	—	—
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	5 1/2	3	7	" Wood Deck, Material & thickness	—	—	—
" Angles on Upper Edge	—	—	—	Lower Deck Stringer Plate, breadth and thickness	4 1/2	9	4 1/2
" Average space	—	—	—	" Angles on ditto, No. <i>Two Pairs</i>	4 1/2 x 3 1/2	7	4 1/2 x 3 1/2
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	—	—	—	" Tie Plates, outside Hatchways	—	—	—
" Angles on Upper Edge	—	—	—	" Deck* Material and thickness	—	—	—
" Average space	—	—	—	Hold Stringer Plate	—	—	—
CLARS, In 'tween Decks, Size and Spacing	2 1/2	as Rule	2 1/2	" Angles on ditto, No.	—	—	—
" Hold	4 1/2	as Rule	4 1/2	Poop Deck Stringer Plate, breadth & thickness	2 1/2	7/16	2 1/2
" Quarter, 'tween Dks.,	—	—	—	" Angle on ditto	3 1/2 x 3	7	3 1/2 x 3
" in Hold	—	—	—	" Tie Plates	—	—	—
WEB FRAMES, In Fore Body, No. and Spacing	—	—	—	" Deck, Material and thickness	—	—	—
" Brdth. & Thickness	19	—	8 1/2	Bridge Deck Stringer Plate, brth & thickness	4 1/2	11	4 1/2
" No. of Side Stringers	Three	—	—	" Angle on ditto	4 1/2	9	4 1/2
WEB FRAMES, In E. & B. Space, No. & Spacing	—	—	—	" Tie Plates Deck plating in way of openings increased 3/4 as Plans	—	—	—
" Brdth. & Thickness	19	—	8 1/2	" Deck, Material and thickness	—	—	—
WEB FRAMES, In After Body, No. and Spacing	—	—	—	Forecastle Deck Stringer Plate, brdth & thcknss	—	—	—
" Brdth. & Thickness	18	—	8 1/2	" Angle on ditto	—	—	—
" No. of Side Stringers	Two	—	—	" Tie Plates	—	—	—
" Size of Angles or Tee Bars to Web Frames	4	3 1/2	8	" Deck, Material and thickness	—	—	—
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	18	—	8 1/2				

MD8760-0138(12)

PLATING.										RIVETING.											
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.									
		AMIDSHIP.		FORWARD.				AFT.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.			Breadth.	Thickness.			Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
		Inches.	16ths or 20ths.	16ths or 20ths.	16ths or 20ths.	Inches.	16ths or 20ths.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.		
FLAT PLATE KEEL		45	18	12	12	45	18	Double	6	1	4	Double	1	3 1/2							
(If Bar Keel, state Riveting)																					
GARBOARD OR A Strake		50	13	11	12	50	13	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2				14	whole		
B "		54	10	9	11	54	10	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
C "		46	11	9	14	46	11	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
D "		54	12	10	14	54	12	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
E "		46	13	10	14	46	13	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
F "		54	12	10	12	54	12	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
G "		46	12	9	12	46	12	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
H "		54	11	9	9	54	11	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
J "		46	12	9	9	46	12	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
K "		54	13	9	9	54	13	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
L "		44	15	10	10	44	15	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2							
M "		5 1/2	10	7	8	5 1/2	10	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2				9	whole		
N "		36	12	7		36	12	5/8	5 1/2	3/8	3 1/2	Double	1	3 1/2				9	whole		
O "																					
P "																					
DOUBLING of Flat Plate Keel		Flat plate keel increase 1/2" garboard strakes 1/2", centre girder 1/2", and angles on lower edge of latter																			
Length and thickness of Bilges		20, all for 1/2 length, in line of doubling.																			
Length and thickness of Sheerstrakes																					
Length and thickness of Strake below																					
POOP SIDES		Single 2 1/2 3/4 3 Double 3 1/4 2 5/8 9 3/4 7																			
RAISED QUARTER DECK SIDES		Double 5 1/2 10 8 5 1/2 10 Double 5 1/2 10 Treble 5 1/2 10 3 1/8 2 5/8 9 3/4 7																			
BRIDGE SIDES		Double 5 1/2 10 8 5 1/2 10 Double 5 1/2 10 Treble 5 1/2 10 3 1/8 2 5/8 9 3/4 7																			
FORECASTLE SIDES																					
LENGTHS OF PLATING		Nine spaces of frame.																			
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.																					
Steel plates, Corbett, Moon, Stockton Hall, & Bolton & Vaughan																					
Steel angles, Corbett & Sonman Long & Co																					
Iron plates, John & Co & Corbett & Son																					
Iron angles, Stockton Hall & Co																					
FRAMES extend in one length from Middle line to tank side hence to gunwale.																					
REVERSED FRAMES on floors and frames extend from Middle line to main deck in way of Part-dunnage deck, below lower deck stringer and to Raised Quarter Deck alternately, alternate ones to side deck, and all to Prop deck, abate after beam.																					
MASTS, SPARS, &c.																					
DIAMETER AND THICKNESS.																					
At Partners Heel Hounds Head																					
No. of Plates in round																					
ANGLES.																					
Number Size																					
SEAMS.																					
Butts.																					
LOWER MASTS																					
Fore Steel 76-0 20 x 3/4 16 x 5/8 16 x 5/8 14 x 5/8 Two																					
Main Steel 69-6 20 x 3/4 16 x 5/8 16 x 5/8 14 x 5/8 Two																					
Mizen																					
Bowsprit																					
Topmasts, Yards and Remainder of Spars Pitch Pine																					
Rigging, Material and Size, Shrouds 6 wire & manilla																					
Sails, One complete Suit of																					
Phorads 3 1/2 Stays 4 Backstays 3																					
Sails and the following spare sails																					
EQUIPMENT No. 31436 LETTER U																					
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																					
34154 1st Bower 46 0 0 Stockless 39 14 2 0 45 2 0 Reliance Patent W.L. Byers 16-8-98																					
34156 2nd 45 3 0 52 39 14 1 14 45 2 0 52 52 16-8-98																					
342																					

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

4th December 1897 (M) + 18th March 1898 (E).

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.*

from the faying surfaces? *Yes*

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

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

General Remarks (State quality of workmanship, &c.) *This Steel Part awning Deck screw steamer has been built in accordance with the approved plans of Midship Section and Profile as amended, the Secretaries letters of the above mentioned dates bearing upon the case, and in other respects as required by the Rules and Circulars for the Class contemplated.*

The workmanship is good throughout.

The Bow anchors are Reliance Patent-Stockless and their cast-steel heads have been subjected to drop and mechanical tests at Molsingham by Mr J.C. Craig.

She has a Bulge Keel trued of bulb $9\frac{1}{2}$ and angled $4\frac{1}{2} \times 3\frac{1}{2}$ filled for about a length of one hundred and seven feet.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *25'* ft., R.Q.D. or Break *106'* ft., Bridge Dk. *191'* 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 *Cunk.*

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 d.k. iron plating and 1st-awn d.k. iron. 2 tiers of Beams & Web Frames.*

Official No. *✓*; 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 *Yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>110</i>	<i>232</i>	Fore peak tank,	<i>✓</i>	<i>✓</i>
Double bottom, forward,	<i>120</i>	<i>281</i>	After peak tank,	<i>12</i>	<i>30</i>
Double bottom, under Engines and Boilers,	<i>24</i>	<i>63</i>	Midship deep tank,	<i>✓</i>	<i>-</i>
Double bottom, if under Engines only,	<i>✓</i>	<i>-</i>	Other tanks, if fitted,	<i>✓</i>	<i>-</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>-</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>-</i>

State whether the above have been tested as required by the Rules *Yes.*

Order for Special Survey No. *2373*

Date *10/12/97*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *351* 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 *1897 June 7. 9. 10. 15. 20. 22. 24. 28. 29. July 1. 5. 7. 11. 12. 14. 18.*
- 2nd. On the plating during the process of riveting *19. 21. 25. 27. 28. Aug 3. 4. 8. 9. 12. 22. 23. 25. 26. 29. 31. Sept 2. 6. 9. 12.*
- 3rd. When the beams were in and fastened and before the decks were laid *14. 16. 19. 21. 22. 26. 28. 30. Oct 4. 5. 7. 10. 12. 14. 19. 21. 24. 25. 27. 31.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented *Nov 7. 9. 14.*
- 5th. After the ship was launched and equipped

Total No. of Visits *59*

The amount of Entry Fee£ *5 : 0 : 0.*

Special.....£ *99 : 14 : 6*

Certificate* £ *- : - : -*

Travelling Expenses, if any £ *- : - : -*

Fees applied for,

18-11 1898

Received by me,

18-11 1898

* Certificate to be sent to

I am of opinion this Vessel should be Classed ☒ *100A1 Steel & R.P.*

With, or without Freeboard, as condition of Class *"Part awning Deck."*

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

Committee's Minute

Character assigned

*a + r
+ 2 m 11.98*

*100A1 Steel
pt. awn. dk.
w. f. bk. s. gal
G.H.*

TUES. 22 NOV 1898

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Lloyd's Register
Foundation

MD8760-0138(2/2)