

1 or 2 Dks., R.O. Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

SEP 22 1896

Received at London Office

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

Date of completion of Report *19<sup>th</sup> Sept 1896*

Port of **SUNDERLAND.**

Survey held at **SUNDERLAND.** Date, First Survey *30<sup>th</sup> April 1896* Last Survey *16<sup>th</sup> Sept. 1896.*

in the *Steel screw steamer* **Lockwood** *Consn. 187* Rig *Schooner*

TONNAGE under Tonnage Deck... *947.55*

ONE OR TWO DECKED VESSEL. *x*

Master *E. A. Ablett*

Do. of Poop *10.48*

CLASS *100 A* *Met frames*

Year of appointment *(1) As master in service of owner of present vessel: 1896 (2) As master of this vessel: 1896*

Do. of Raised Or *85.12*

Half Breadth (moulded) *15.86*

Built at **SUNDERLAND.**

Do. of Bridge House *25.26*

Depth from upper part of Keel to top of Main Deck Bms. *18.87*

When built *1896* Launched *25<sup>th</sup> Aug.*

Do. of Forecastle *54.90*

Girth of Half Midship Frame (as per Rule) *21.97*

By whom built *John Blumer & Co*

Do. of excess of Hatchways *16.60*

1st Number *66.60*

Owners *Herbert Cecil Kelly*

Do. above Crown of *1143.32*

Length *234.20*

Managers *92 Billiter Buildings*

Gross Tonnage *1143.32*

2nd Number *15597*

Residence *London*

Less Crew Space *45.21*

Proportions—Breadths to Length *7.88*

Port belonging to *London*

Less above Crown of *18.60*

Depths to Length—Main Deck to top of Keel *12.41*

TONNAGE FOR FEES *1093.33*

Destined Voyage *Coasting* If Surveyed while Building, Afloat, or in Dry Dock *Opening Survey.*

Less Engine Room *415.21*

Less Navigation Spaces *18.16*

Register Tonnage *676.62*

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
<i>234</i>	<i>23</i>	<i>2</i>	<i>31</i>	<i>9</i>	<i>9</i>	<i>14</i>	<i>10</i>	<i>2</i>	<i>150</i>	<i>150</i>	<i>One</i>

Dimensions of Ship per Register, Length, *236* breadth, *32* depth, *14.9* Moulded Depth, ft. *18* ins. *3* Round of Beam *7 1/2* inches.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>7</i> <i>E on L</i> Bars, for $\frac{2}{3}$ length amidships	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 1/2</i>	<i>x</i>	<i>2 1/2</i>	<i>7 1/2</i>	<i>x</i>
Do. for $\frac{2}{3}$ at each end	<i>4</i>	<i>3</i>	<i>6</i>	<i>4</i>	<i>3</i>	STEM, moulding and thickness	<i>8</i>	<i>x</i>	<i>4 1/2</i>	<i>8</i>	<i>x</i>
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>8</i>	<i>x</i>	<i>4 1/2</i>	<i>8</i>	<i>x</i>
" " at intermdt. Bkts.	<i>4</i>	<i>3</i>	<i>7</i>	<i>4</i>	<i>3</i>	" for Propeller	<i>8</i>	<i>x</i>	<i>4 1/2</i>	<i>8</i>	<i>x</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>3</i>	<i>7</i>	<i>23</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head	<i>5 1/2</i>	<i>x</i>	<i>5 1/2</i>	<i>x</i>	<i>5 1/2</i>
REVERSED FRAME, Angles	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	do. at heel	<i>3</i>	<i>x</i>	<i>3</i>	<i>x</i>	<i>3</i>
DEEP FRAMING, depth of girder						RUDDER, how constructed <i>Forged frame - Plated.</i>					
FLOORS, depth and thickness of Floor Plate (at mid line for $\frac{2}{3}$ length amidships)						Can the Rudder be unshipped afloat? <i>Yes. (Forging report N. 22862)</i>					
" in way of Engines and Boilers						KEELSONS AND STRINGERS.					
" thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floor, Through Plate, or Intercoastal Plate					
depth at $\frac{1}{4}$ the half breadth, as per Rule						" Rider Plate					
height extended at the Bilges						" Bulb Plate to Intercoastal Keelson					
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>40</i>	<i>6 1/2</i>	<i>42</i>	<i>6 1/2</i>		" Horizontal Plates on Floors					
" Distance apart	<i>46</i>	<i>9</i>	<i>48</i>	<i>9</i>		" Angles					
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>42</i>	<i>9</i>	<i>48</i>	<i>9</i>		SIDE KEELSON, Angles					
" Angles, Top	<i>4</i>	<i>4</i>	<i>8</i>	<i>4</i>	<i>8</i>	" Bulb or Plate above floor for					
" Bottom	<i>5</i>	<i>5 1/2</i>	<i>9</i>	<i>5</i>	<i>9</i>	" Intercoastal Plate for					
SIDE GIRDERS, number and thickness	<i>Two</i>	<i>7 1/2</i>	<i>Two</i>	<i>7 1/2</i>	<i>6 1/2</i>	" Attached to outside plating with Angle					
" Angles	<i>4</i>	<i>4</i>	<i>8</i>	<i>4</i>	<i>8</i>	BILGE KEELSON, Angles					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>41</i>	<i>7</i>	<i>41</i>	<i>7</i>		" Bulb or Plate above floor for					
" Angles	<i>2 1/2</i>	<i>8 1/2</i>	<i>8</i>	<i>2 1/2</i>	<i>8 1/2</i>	" Intercoastal Plate for					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>15</i>	<i>8</i>	<i>35</i>	<i>8</i>		" Attached to outside plating with Angle					
" thickness in Engine and Boiler space			<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	BILGE STRINGER Angles					
" Remainder in Holds			<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Bulb Plate for					
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>8</i>	" Intercoastal Plate for					
" Angles on Upper Edge	<i>CR. 2.2.7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	" Attached to outside plating with Angle					
" Average space	<i>23</i>		<i>23</i>			Side Stringer Angles					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Bulb or Intercoastal Plate for					
" Angles on Upper Edge						" Attached to outside plating with Angle					
" Average space						Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>33 1/2</i>	<i>10</i>	<i>33 1/2</i>	<i>10</i>	
BEAMS, Hold, Plate or Tee Bulb						" Angle on ditto	<i>28</i>	<i>8</i>	<i>28</i>	<i>8</i>	
" Angles on Upper Edge						" The Plates fore & aft, outside Hatchways	<i>4 1/2</i>	<i>4 1/2</i>	<i>9 1/2</i>	<i>4 1/2</i>	<i>9 1/2</i>
" Average space						" (R. 2.2.7 1/2) (10 x 9 1/2) (10 x 9 1/2)					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Main Dk* Iron or Steel for	<i>Full</i>	<i>Ing.</i>			
" Angles on Upper Edge						" R. Q. Dk* Iron or Steel for	<i>Full</i>	<i>Ing.</i>			
" Average space						" Wood Deck, Material & thickness					
BEAMS, 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>	Lower Deck Stringer Plate, breadth and thickness					
" Angles on Upper Edge						" Angles on ditto, No.					
" Average space						" Tie Plates, outside Hatchways					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>23</i>		<i>23</i>			" Deck* Material and thickness					
" Angles on Upper Edge	<i>4</i>	<i>2 1/2</i>	<i>6</i>	<i>4</i>	<i>2 1/2</i>	Hold Stringer Plate					
" Average space						" Angles on ditto, No.					
PILLARS, In 'tween Decks, Size and Spacing	<i>2 1/2</i>		<i>2 1/2</i>			Peop Deck Stringer Plate, breadth & thickness					
" Hold	<i>3 1/2</i>		<i>3 1/2</i>			" Angle on ditto					
" Quarter, 'tween Dks., " "	<i>Spaced 46" apart,</i>		<i>amidships, as per Rule.</i>			" Tie Plates					
" in Hold	<i>amidships, as per Rule.</i>					" Deck, Material and thickness	<i>Iron</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>Two</i>	<i>15</i>	<i>7</i>	<i>Two</i>	<i>15</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>24</i>	<i>7</i>	<i>24</i>	<i>7</i>	
" Brdth. & Thickness	<i>Two</i>	<i>15</i>	<i>7</i>	<i>Two</i>	<i>15</i>	" Angle on ditto	<i>2 1/2</i>	<i>8 1/2</i>	<i>7</i>	<i>2 1/2</i>	<i>8 1/2</i>
" No. of Side Stringers	<i>Two</i>	<i>15</i>	<i>7</i>	<i>Two</i>	<i>15</i>	" Tie Plates					
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>Three</i>	<i>15</i>	<i>7</i>	<i>Three</i>	<i>15</i>	" Deck, Material and thickness	<i>Iron</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
" Brdth. & Thickness	<i>Four</i>	<i>15</i>	<i>7</i>	<i>Four</i>	<i>15</i>	Bridge Deck Stringer Plate, brdth & thickness	<i>25</i>	<i>8</i>	<i>25</i>	<i>8</i>	
WEB FRAMES, In After Body, No. and Spacing	<i>Four</i>	<i>15</i>	<i>7</i>	<i>Four</i>	<i>15</i>	" Angle on ditto	<i>2 1/2</i>	<i>8 1/2</i>	<i>7</i>	<i>2 1/2</i>	<i>8 1/2</i>
" Brdth. & Thickness	<i>Two</i>	<i>15</i>	<i>7</i>	<i>Two</i>	<i>15</i>	" Tie Plates					
" No. of Side Stringers	<i>Two</i>	<i>15</i>	<i>7</i>	<i>Two</i>	<i>15</i>	" Deck, Material and thickness	<i>Iron</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
" Size of Angles or Tee Bars to Web Frames	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>24</i>	<i>7</i>	<i>24</i>	<i>7</i>	
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>6</i>	<i>4</i>	<i>9</i>	<i>6</i>	<i>4</i>	" Angle on ditto	<i>2 1/2</i>	<i>8 1/2</i>	<i>7</i>	<i>2 1/2</i>	<i>8 1/2</i>
						" Tie Plates					
						" Deck, Material and thickness	<i>Iron</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>



**PLATING.**

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.	Spacing or to cr.	STRAITS.	IF LAPPED.	
FLAT PLATE KEEL (See Note)	16	14	11	12	16	14	Double 5/8	3/4	3/8	3/8	3/8	3/8	19	16	—
State actual thickness in way of Double Bottom.	B (See Note)	11	10	11	5 1/2	11	"	"	"	3/8	3/8	3/8	—	13.9	7 1/2
C "	5 1/2	10	8	11	5 1/2	10	"	"	"	"	"	"	—	"	"
D "	5 1/2	10	8	11	5 1/2	10	"	"	"	"	"	"	—	12.9	7 1/2
E "	4 1/2	11	8	8	4 1/2	11	"	"	"	"	"	"	—	"	"
F "	5 1/2	9	8	8	5 1/2	9	"	4 1/2	3/8	3/8	"	"	—	"	"
G "	4 1/2	10	8	8	4 1/2	10	"	5 1/2	3/8	3/8	"	"	—	9.7	8
H "	5 1/2	10	8	8	5 1/2	10	"	"	"	"	"	"	—	"	"
J "	4 1/2	11	9	9	4 1/2	11	"	"	"	"	"	"	—	"	"
DOUBLING of Flat Plate Keel															
Length and thickness of Bilge	27	3/16	at ends of Bridge.												
Length and thickness of Sheerstrakes															
Length and thickness of Strake below															
POOP SIDES	3/16														
RAISED QUARTER DECK SIDES	3/16														
BRIDGE SIDES	3/16														
FORECASTLE SIDES	3/16														
LENGTHS OF PLATING	See frame spaces.														

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

Main Stringer Plate (Butts, treble riveted for half length amidships)

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? *Double*

Inner Bottom Plating, riveting of Edges *Single* Butts *Double*

Centre Girder Butts, *Treble* riveted. Keelson Butts, *Double*

Frames, riveted through Plates with 7/8 & 1/2 in. Rivets, about 8" & 6" apart.

Rivets, state whether of Iron or Steel *Steel*

FRAMES extend in one length from middle line to bulge and bulge to gunwale.

REVERSED FRAMES on floors and frames extend from middle line to upper deck and thence to bulge.

**MASTS, SPARS, &c.**

LOWER MASTS.	Material.	Total length.	DIAMETER AND THICKNESS.		No. of Plates in round.	RIVETING.		
			Heel.	Head.				
Fore	Steel	60	10 1/2	16 1/2	16 1/2	11 1/2	2	Single
Main	Steel	57	10 1/2	16 1/2	16 1/2	11 1/2	2	Single
Mizzen	Steel	57	10 1/2	16 1/2	16 1/2	11 1/2	2	Single

Topmasts, and Remainder of Spars *9 pine*

Rigging, Material and Size, Shrouds *9 1/2 wire 2 1/2*

Sails, *Full* Suit of *Schooner's* Sails, and the following *spare* sails.

EQUIPMENT No. 16887 LETTER *2*

**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.			
30191	1st Bower	27	14	26	14	26	14	26	14	26	14	26
30192	2nd "	26	14	26	14	26	14	26	14	26	14	26
30229	3rd "	26	14	26	14	26	14	26	14	26	14	26
30062	Stream	7	1	7	1	7	1	7	1	7	1	7
30116	Kedge	3	2	3	2	3	2	3	2	3	2	3

**CHAIN CABLES.**

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
			Test per Certificate.	Supplied.				
12352	210 1/2	1 1/2	58 1/2	400	210-1 1/2	1/2	1/2	27-8-96
12351	75	1 1/2	23 1/2	150	75-1 1/2	1/2	1/2	27-8-96

**HAWSERS AND WARPS.**

Number of Certificate.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	Material.	When and where tested, and Superintendent.
HAWSER	90	2 1/2	15	90-2 1/2	1/2	1/2
WARP	90	5 1/2	—	90-5 1/2	1/2	1/2

Boats *Two Life boats & two others.*

Pumps, Number *Five*

Windlass is *Iron, Walker & Thompson's Patent.*

Engine Room Skylights, How constructed? *Of iron - 5' above bridge deck.*

What arrangements for deadlights in bad weather? *Shutters of iron - with built-up iron - secured by bars.*

Coal Bunker Openings, How constructed? *Of iron*

How are lids secured? *Solid bars secured by bars*

Height above deck? *18"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *See scuppers on each side. Eight ports, 36" x 18".*

Ceiling in Holds, thickness and material *2 1/2" pine*

Ceiling of tween Decks, thickness and material *10 gauge galvanized iron.*

Cargo Hatchways, How formed? *Of iron - of iron construction.*

Hatches, If strong and efficient? *Yes - thick.*

State size No. 1 Hatch (Forward) *47' 11" x 18' 0"* No. 2 Hatch *24' 11" x 18' 0"* No. 3 Hatch *22' 7" x 18' 0"* No. 4 Hatch *—*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *No. 1 - one permanent & four portable web plates.*

No. of Breasthooks *Three*

No. of Crutches *Two*

Main Rail, material and size *10" x 10" x 1/2"*

The above is a correct description.

Builder's Signature *John Munn*

Surveyor's Signature *William Bath*

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) *1896. 18/13 May 1896.*

**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 faying 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*

**General Remarks** (State quality of workmanship, &c.) *This steamer is a sister vessel to the S.S. "Bookwood", yard no. 136, first entry report to 1841, and has been built in accordance with the approved plans, the Secretary's letter dated as above stated, and in other respects as required by the Rules; the workmanship is good. The decks and waterways have been duly tested, and the efficiency of the hoist pumps ascertained. The freeboard assigned by the Committee has been marked on the vessel's sides and verified as per the form, No. 81, dated 16<sup>th</sup> Sept. 1896*

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

**PARTICULARS FOR RECORD in the REGISTER BOOK.** Length of Poop *18* ft., R.Q.D. or Break *18* ft., Bridge Dk. *46* ft., F'castle *26* 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

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 Dk (Iron) & 10k frames*

Official No. *—*; Signal Letters *(Thank R. 2. D. of post price)*

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. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, forward,	121	300	After peak tank,	12	16
Double bottom, under Engines and Boilers,	38	106	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 *Yes*

Order for Special Survey No. *4016*

Date *28 May 1896*

1st. On the several parts of the frame, when in place, and before the plating was wrought *1896. Apr 30 May 1 8 11 13 15 17 21 27 29 June 2 9 10 12 13 17 18*

2nd. On the plating during the process of riveting *22 26 30 July 31 11 16 21 24 27 31 Aug 3 7 11 14 17 18 19 20 22 26 28*

3rd. When the beams were in and fastened, and before the decks were laid, &c. *Sep 1 3 7 9 10 12 13 14*

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

5th. After the ship was launched and equipped

Total No. of Visits *46*

The amount of Entry Fee *£ 4 - - -*

Special *£ 52 - 6 - 6*

Certificate *£ - - -*

Travelling Expenses, if any *£ - - -*

I am of opinion this Vessel should be Classed *F 100 A 1, steel.*

With, or without Freeboard, as condition of Class *Without.*

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

**Committee's Minute**

Character assigned *100A1 steel*

*a + c p*

*+ 2 m c p 96*

*10k (Iron) & 10k frames.*

*1078 2/2*