

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

IRON OR STEEL STEAMER.

WED. AUG 14 1901

No. 338

State if Report is also sent on the Machinery of the Vessel. *No*
Date of completion of Report *8th August 1901* Port of *Christiania*
Date, First Survey *25th July 1900* Last Survey *27th July 1901*

Received at London Office,

Survey held at *Fevig*
On the *S.S. Lizzie*

TONNAGE under
Tonnage Deck *1118.71*
Do. of Poop *42.61*
Do. of Raised Qr.
Dk. or Break. *29.18*
Do. of Bridge House *16.65*
Do. of Forecastle *34.52*
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Engine Room *1241.67*
Gross Tonnage *1212.49*

Space
between of
Room *1242*
or FEES *844.34*
Room
between Spaces *1237.38*

tonnage
Beam *777.78*

ONE OR TWO DECKED VESSEL.
CLASS *100 A1*

Half Breadth (moulded) *17.46*
Depth from upper part of Keel to top of Main Deck Bms.
(with the normal round up of beam) *20.44*
Girth of Half Midship Frame (as per Rule) *35.09*
1st Number *72.99*
Length on deck from after part of stem to fore part of
stern post *233.66*
2nd Number *17054.84*
Proportions—Breadths to Length *6.69*
Depths to Length—Main Deck to top of Keel *11.43*

Master *N. P. Lundh*
Year of appointment *1901*
Built at *Fevig*
When built *1901* Launched *29/6 01*
By whom built *Fevigs Jernskibbyggeri*
Owners *Rederiactelskabet "Lizzie"*
Managers *J. P. Jonsson*
Residence *Landskrona*
Port belonging to *Landskrona*

on Deck as Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Feet. Inches. No. of Decks with Flat laid. 1
Moulded *34* *11* Top of Floors to top of Main Deck Beams *17* *4.34* No. of Tiers of Beams *1*
of Ship per Register, Length, *235.2* breadth, *35.1* depth, *17.4* Moulded Depth, *19* ft. *9 1/4* ins. Round of Beam, Actual *8 1/4* ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Appr.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Appr.
Angles, T, E or L Bars, for 1/3 length amidships <i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	KEEL, Bar or Side Plates depth and thickness <i>9 x 2 1/8</i>	<i>8 1/2 x 2 3/8</i>		
at each end <i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	STEM, moulding and thickness <i>8 1/2 x 5 1/8</i>	<i>8 1/2 x 5</i>		
Way of Double Bottoms at Solid Floors <i>3</i>	<i>3</i>	<i>8-7</i>	<i>3</i>	STERN-POST for Rudder do. do. <i>8 1/2 x 5 1/8</i>	<i>8 1/2 x 5</i>		
" at intermdt. Bkts.				" for Propeller <i>6 1/4</i>	<i>6 1/4</i>		
Frames from centre to centre <i>3</i>	<i>24</i>	<i>7-8</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head <i>5 1/2</i>	<i>4 3/4</i>		
ED FRAME, Angles <i>3</i>	<i>3</i>	<i>7-8</i>	<i>3</i>	RUDDER, how constructed <i>single</i>	<i>yes</i>		
RAMING, depth of girder <i>35</i>	<i>7-8</i>	<i>35</i>	<i>7-8</i>	Can the Rudder be unshipped afloat? <i>yes</i>			
depth and thickness of Floor Plate <i>35</i>	<i>9-8</i>	<i>35</i>	<i>9-8</i>	KEELSONS AND STRINGERS.			
at mid-line for 1/3 length amidships <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate <i>6</i>	<i>4</i>	<i>10</i>	<i>6</i>
Way of Engines and Boilers <i>5</i>	<i>4</i>	<i>8-7</i>	<i>5</i>	" Rider Plate <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
thickness at the ends of vessel <i>1</i>	<i>7</i>	<i>1</i>	<i>7</i>	" Bulb Plate to Intercoastal Keelson <i>8</i>	<i>3</i>	<i>11-10</i>	<i>8</i>
th at 1/3 the half breadth, as per Rule <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Horizontal Plates on Floors <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
ght extended at the Bilges <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Angles <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
& BRACKETS, in Cell Dble Bottoms <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	SIDE KEELSON, Angles <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" state if flanged (top & bottom) <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Bulb or Plate above floors for lng. <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" Spacing <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Intercoastal Plate for length <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
GIRDER, in Double Bottom, depth <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Attached to outside plating with Angle <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
and thickness <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	BILGE KEELSON, Angles <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" Angles, Top <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Bulb or Plate above floors for lng. <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" Bottom <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Intercoastal Plate for length <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
RDERS, number on each side & thickness <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Attached to outside plating with Angle <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" state if flanged (top & bottom) <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	BILGE STRINGER Angles <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
Angles <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Bulb Plate for length <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
PLATE, depth (exclusive of flange) <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Intercoastal Plate for length <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
and thickness <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	" Attached to outside plating with Angle <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
Angles to Outside Plating <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	BULB ANGLE ON INNER SIDE <i>4</i>	<i>4</i>	<i>8-7</i>	<i>4</i>
" Floors <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	Main and Raised Quarter Deck Stringer <i>48-29</i>	<i>10-9</i>	<i>48-29</i>	<i>10-9</i>
Height of Floors at the Bilges <i>36</i>	<i>8-7</i>	<i>36</i>	<i>8-7</i>	Plate, breadth and thickness <i>4 1/2 x 4 1/2</i>	<i>9-8</i>	<i>4 1/2 x 4 1/2</i>	<i>9-8</i>
BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>9-8</i>	<i>9-8</i>	<i>9-8</i>	<i>9-8</i>	" Angle on ditto <i>24</i>	<i>24</i>		
thickness in Engine and Boiler space <i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	" Tie Plates, outside Hatchways <i>8-7</i>	<i>8-7</i>		
" Remainder in Holds <i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	" Diagonal Tie Plates on Bms., No. of Pairs <i>8-7</i>	<i>8-7</i>		
Main and Raised Quarter Deck, <i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	" Main Dk* Iron & Steel for full lng. <i>8-7</i>	<i>8-7</i>		
Angle, Bulb Angle, Plate or Tee Bulb <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" R. Q. Dk* Iron or Steel for lng. <i>8-7</i>	<i>8-7</i>		
Angles on Upper Edge <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Wood Deck, Material & thickness <i>8-7</i>	<i>8-7</i>		
Spacing <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	Lower Deck Stringer Plate, breadth and thickness <i>30-23</i>	<i>7-6</i>	<i>30-23</i>	<i>7-6</i>
Hold, Plate or Tee Bulb <i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Angles on Upper Edge <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Spacing <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>6 1/2</i>	<i>3</i>	<i>8</i>	<i>6 1/2</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Angles on Upper Edge <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Spacing <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb <i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
Angles on Upper Edge <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Spacing <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb <i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Angles on Upper Edge <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
Spacing <i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
S. In 'tween Decks, Size and Spacing <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
" Hold <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
Quarter, 'tween Dks., <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
" in Hold <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
AMES, In Fore Body, No. and Spacing <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
" No. of Side Stringers <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
WEB FRAMES, In E. & B. Space, No. & Spacing <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
" " " " " " <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
WEB FRAMES, In After Body, No. and Spacing <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
" " " " " " <i>2 1/2</i>	<i>48</i>	<i>2 1/2</i>	<i>48</i>	" Tie Plates <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
" No. of Side Stringers <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Deck, Material and thickness <i>iron</i>	<i>5</i>	<i>5</i>	<i>5</i>
" Size of Angles or Tee Bars to Web Frames <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	Forecastle Deck Stringer Plate, brdth & thcknss <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness <i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>	" Angle on ditto <i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>

have been tested with a hose and found tight
Handpumps have a suction height of ca 18 ft
and found same working satisfactory
The stem & stern post is forgings made by the
Fawcetts Forge & Engineering Co (Limited) Tyne
Dock and delivered here with Lloyds stamps on
them and found good.

The rudder is forged and of the single plate
type manufactured by the above named firm
approved and marked by Lloyds.



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Lloyd's Register
Foundation