

and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

MON. SEP 9 1901

No. 11631.

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

Date of completion of Report 7th Sept 1901
 Date, First Survey 2nd April

Port of WEST HARTLEPOOL
Last Survey 1961
Rig Fore Mast Schooner

Master J. P. Nilsson

Year of appointment { (1) As master in service of
owner of present vessel :— 1870
(2) As master of this
vessel 1870

Built at West Hartlepool
When built 1901 Launched 31st July 1901
By whom built Wfray & Co. Lims.
Owners Federick & Co. Ltd. Balmain
Address Helsingborg
Managers C. A. Forslund & Son
(Where necessary to be entered in Reg. Book).
Residence Church St. W. Hartlepool

Port belonging to Helsingborg
Building, Afloat, ^{or} in Dry Dock Gray's dock

Tonnage under	
Tonnage Deck	1629.08
Do. of Pump	
Do. of Raised Gr.	163.29
Dk. or Break..}	
Do. of Bridge House	
Do. of Forecastle	385.62
Do. of Houses on Deck	66.85
Do. of excess of Hatchways	36.56
Do above Crown of	09.36
Engine Room ..}	
Gross Tonnage	2320.56
Less Crew Space	51.14
Less above Crown of	69.36
Engine Room ..}	
TAGE FOR FEES ..	2200.06
Engine Room	742.58
Navigation Spaces	26.88
ister Tonnage	1500.01
cut on Beam ..}	

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS 100A

Half Breadth (moulded)	21.16
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam)	19.87
Girth of Half Midship Frame (as per Rule)	37.33
1st Number	78.36
Length on deck from after part of stem to fore part of stern post	279.83
2nd Number	21927
Proportions—Breadths to Length	6.61

Depths to Length—Main Deck to top of Keel..... 14.08
Destined Voyage Senor 36 Surveyed w

GTH on Deck as Rule.....	Feet. 279	Inches. 10	BREADTH— Moulded	Feet. 42	Inches. 4	DEPTH, ACTUAL— Top of Floors to top of Main Deck Beams	Feet. 16	Inches. 8½	No. of Decks with Flat laid <i>The & P.A. Deck</i> No. of Tiers of Beams <i>14 deep framing</i>
Dimensions of Ship per Register, Length, 282.0 breadth, 42.6 depth, 16.5. Moulded Depth, 19 ft. 0 ins. Round of Beam, Actual 10½ ins.									

FRAMING.		Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved	FORGINGS AND CASTINGS.		Inches in Ship	Inches per Rule Or as Approved
AME, Angles, 2 E or L Bars, for $\frac{3}{4}$ length amidships	at Main deck	8	3	10-9	8	3	10-9	KEEL, Bar or Side Plates depth and thickness	10 + 2 $\frac{1}{2}$	10 + 2 $\frac{1}{2}$
No. for $\frac{1}{4}$ at each end	at R. Q. deck	8	3	11-10	8	3	11-10	STEM, moulding and thickness	10 + 5 $\frac{1}{2}$	10 + 5 $\frac{1}{2}$
No. in way of Double Bottoms at Solid Floors		3	3	8-7	3	3	8-7	STERN-POST for Rudder do. do.	10 + 5 $\frac{1}{2}$	10 + 5 $\frac{1}{2}$
" " at intermdt. Bkts.								" for Propeller	10 + 5 $\frac{1}{2}$	10 + 5 $\frac{1}{2}$
Distance of Frames from moulding edge to moulding edge, all fore and aft		24		24				MAIN PIECE of Rudder, diameter at head	7 $\frac{3}{4}$	7 $\frac{3}{4}$
VERSED FRAME, Angles	in tanks	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	do. at heel	6 $\frac{1}{2}$ x 3 $\frac{3}{4}$	6 $\frac{1}{2}$ x 3 $\frac{3}{4}$
DEP FRAMING, depth of girder		8" built angles		8" built angles				RUDDER, how constructed	Forged iron frame, plated	
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{3}{4}$ length amidships		38		7	38		7	Can the Rudder be unshipped afloat?	yes	
" in way of Engines and Boilers		Iron $\frac{7}{16}$		Iron $\frac{7}{16}$				KEELSONS AND STRINGERS.		
Thickness at the ends of vessel								CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate		
depth at $\frac{3}{4}$ the half breadth, as per Rule								" Rider Plate		
height extended at the Bilges								" Bulb Plate to Intercoastal Keelson		
DOORS & BRACKETS, in Cell Dble Bottoms								" Horizontal Plates on Floors		
" Distance apart		24		24				" Angles		
CENTRE GIRDER, in Double Bottom, depth and thickness		38		10	38		10	SIDE KEELSON, Angles		
" Angles, Top		4	4	9	4	4	9	" Bulb or Plate above floors for length		
" Bottom		6	4	9	6	4	9	" Intercoastal Plate for length		
DE GIRDERS, number on each side & thickness		One		One			7	" Attached to outside plating with Angle		
" Angles		3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	3 $\frac{1}{2}$	3 $\frac{1}{2}$	7	BILGE KEELSON, Angles		
MARGIN PLATE, depth (exclusive of flange) and thickness		28		8	28		8	" Bulb or Plate above floors for length		
" Angles to Outside Plating		3 $\frac{1}{2}$	3 $\frac{1}{2}$	8	3 $\frac{1}{2}$	3 $\frac{1}{2}$	8	" Intercoastal Plate for length		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		Iron 48	$\frac{9}{16}$	Iron 36	$\frac{9}{16}$			2 Side Attached to outside plating with Angle		
" thickness in Engine and Boiler space		Iron $\frac{7}{16}$ x $\frac{8}{16}$		Iron $\frac{7}{16}$ x $\frac{8}{16}$				CEILING STRINGERS Angles in way of Main Dk	6	4
" Remainder in Holds		Iron $\frac{5}{16}$		Iron $\frac{5}{16}$				" Bulb Plate for length		
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		8	3	10	8	3	10	" Intercoastal Plate for whole length	21	9
" Angles on Upper Edge								" Attached to outside plating with Angle	3 $\frac{1}{2}$	3
" Average space		24		24				3 SIDE STRINGERS Angles in way of R. Q. Dk	6 $\frac{1}{2}$	4
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		7 $\frac{1}{2}$	3	10	7 $\frac{1}{2}$	3	10	" Bulb or Intercoastal Plate for whole length	21	9
" Angles on Upper Edge								" Attached to outside plating with Angle	3 $\frac{1}{2}$	3
" Average space		24		24				Main and Raised Quarter Deck Stringer Plate, breadth and thickness	40	12
BEAMS, Hold, Plate or Tee Bulb								" Angle on ditto	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$	10
" Angles on Upper Edge								" Tie Plates fore & aft, outside Hatchways	4 $\frac{1}{2}$ x 4 $\frac{1}{2}$	10
" Average space		24		24				" Diagonal Tie Plates on Bms, No. of Pairs	Increased $\frac{7}{16}$	in thickness
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb								" Main Dk* Iron or Steel for whole length	7-6	7-6
" Angles on Upper Edge								" R. Q. Dk* Iron or Steel for whole length	7-6	7-6
" Average space		24		24				" Wood Deck, Material & thickness		
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb		6	3	8	6	3	8	Lower Deck Stringer Plate, breadth and thickness		
" Angles on Upper Edge								" Angles on ditto, No.		
" Average space		24		24				" Tie Plates, outside Hatchways		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb								" Deck* Material and thickness		
" Angles on Upper Edge								HOLD STRINGER PLATE		
" Average space		24		24				" Angles on ditto, No.		
PILLARS, In 'tween Decks, Size and Spacing		258 - 4 ft.		258 - 4 ft.				ROOP DECK STRINGER PLATE, breadth & thickness		
" " Hold - - - Main deck		4 $\frac{1}{2}$ - 4 ft.		4 $\frac{1}{2}$ - 4 ft.				" Angle on ditto		
" Quarter, 'tween Dks., R. Q. deck		4 - 4 ft.		4 - 4 ft.				" Tie Plates		
" " in Hold								" Deck, Material and thickness		
WEB FRAMES, In Fore Body, No. and Spacing								Forecastle Deck Stringer Plate, breadth & thickness		
" " " Brdth. & Thickness								" Angle on ditto		
" No. of Side Stringers								" Tie Plates		
WEB FRAMES, In E. & B. Space, No. & Spacing								" Deck, Material and thickness		
" " " Brdth. & Thickness								BRIDGE DECK STRINGER PLATE, brdth & thickness		
WEB FRAMES, In After Body, No. and Spacing								" Angle on ditto		
" " " Brdth. & Thickness								" Tie Plates		
" No. of Side Stringers								" Deck, Material and thickness		
" Size of Angles or Tee Bars to Web Frames								* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.		
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness								BULKHEADS.		

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. FLAT PLATE KEEL. CARBOARD OR A Strake. State actual thickness in way of Double Bottom. Main Sheer. P.A. Strake. DOUBLING of Flat Plate Keel. Length and thickness of Bilges. Length and thickness of Sheerstrakes. Length and thickness of Strake below. REAR 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. Main Stringer Plate. Butts, treble riveted. Straps, single, double or overlapped for half length amidship. Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? Inner Bottom Plating, riveting of Edges. Centre Girder Butts, treble riveted. Keelson Butts, riveted. Frames, riveted through Plates with. Rivets, state whether of Iron or Steel.

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c.

LOWER MASTS. Fore. Main. Mizzen. Rigging, Material and Size, Shrouds. Sails. EQUIPMENT No. LETTER. TONNAGE FOR TRAWLERS. ANCHORS.

Number of Certificate. Anchors. WEIGHT, EX STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 22. Description of Anchor. Makers. Where and when tested and Superintendent.

CHAIN CABLES. HAWSERS AND WARPS. Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Supplied. Per Table 22. Fathoms and Size Per Table 22. Description. Makers of Cables. When and where tested, and Superintendent. Material. Fathoms. Size. Breaking Test of Steel Wire Towline. Fathoms and Size Per Table 22.

Boats. Pumps, Number. Windlass is. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and number and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The above is a correct description. Builder's Signature. Surveyor's Signature. 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)

1901—Jan² 30 (M), 30 (M), May 6 (E), Aug. 16 (M)

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 the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

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*

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *Yes*

State results of tests *good*

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes*

State results of tests *good*

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

The workmanship is good, and the vessel has been constructed in accordance with the approved plans (5 in No.), which together with one Foreign Report are attached hereto. The fore peak has been filled with water to height of load line and collision bulkhead found good; the tunnel has been tested by water from hose found good.

Vessel placed in dry dock previous to completion bottom cleaned and recoated.

This vessel is similar to the S.O. "Ottomarsun" in Hartlepool Report No. 11237.

Drawings.
Midship Section
Profile
Pumping plan
Sections abaft Coll. 60°
Hatchway strengthening.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *107* ft., R.Q.D. or Break *107* ft., Bridge Dk. *175* ft., Beam *17* 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

Painted Quarter deck joined to Port Awning deck

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) *one deck (iron) & port awning deck (iron), tier beams & deep framing*

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 or with girders on floors *Cellular*

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>& under engines</i>	<i>114</i>	<i>258½</i>	Fore peak tank,		
Double bottom, under Engines and Boilers, <i>water tight space under</i>			After peak tank,		<i>115</i>
Double bottom, if under Engines only, <i>boilers for 16 ft.</i>		<i>not</i>	Midship deep tank,		
Double bottom, if under Boilers only, <i>intended for water ballast</i>	<i>112</i>	<i>262</i>	Other tanks, if fitted,		
Double bottom, forward,			(If necessary, furnish further information by sketch.) <i>See Pumping plan</i>		

* The wells are not to be included in the lengths of the tanks.

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

Order for Special Survey No. *1843*

Date *21st Febry. 1901*

No. *644* in builder's yard.

DATES OF SURVEYS held while building

1901. Apr. 2, 6, 15, 18, 22, 25, 26. May 1, 3, 6, 9, 15, 18, 22, 29, 31. June 5, 7, 8, 10, 12, 13, 17, 19, 20, 21, 26. 28. July 2, 3, 6, 10, 15, 17, 18, 23, 24, 25, 26, 29, 30, 31. Aug. 6, 9, 12, 16, 17, 19, 20, 23, 24, 26, 30, 31. Sept. 2, 3, 4, 5, 6.

Total No. of Visits *59*

The amount of Entry Fee£ *5* : : Fees applied for, *7.9.1890*
Special.....£ *80* : : Received by me, *7.9.1890*
Certificate* £ : :
Travelling Expenses, if any £ : :

* Certificate to be sent to *W. Hartlepool*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *100A1 Part Awn. M. with Deck?*

Chas. Fowling.

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

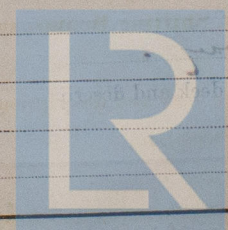
With, or without Freeboard, as condition of Class

TUES. SEP 10 1901

Committee's Minute

Character assigned

100A1 Steel
+ 2 meq of pr. quing. dk.
W. freebd. 5.8.42
Lloyds at cp



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