

3 Decks.

## IRON OR STEEL STEAMER.

MON. 24 FEB 1908

Received at London Office.

Date of completion of report *22<sup>nd</sup> Feby 1908* State of Report is also sent on the Machinery of the Vessel *Yes*  
Survey held at *Middlesbrough* Date, First Survey *4<sup>th</sup> July 1904* Port of *Middlesbrough* No. *5383*  
On the *Screw Steamer Lacle Castle* Last Survey *20<sup>th</sup> February 1908*  
Rig *Schooner*

TONNAGE under  
Tonnage Deck...  
Do. between Tonnage Dk.  
and 3rd and 4th Dk.

THREE DECKED VESSEL.

Master *B. V. Smith*Year of appointment *1908*Total under Upper Dk. *6924.06*CLASS *100 A 1*

FEET.

Do. of Poop *106.56*Half Breadth (moulded) *25.12*Do. of Bridge House *141.80*Depth from upper part of Keel to top of Upper Deck Beams *29.10*Do. of Forecastle *12.64*Girth of Half Midship Frame (as per Rule) *50.08*Do. of Houses on Dk. *76.35*deduct 7 feet *7.00*Do. of excess of Hatchways *4261.46*1st Number *97.30*Less Crew Space *174.22*Length on deck from after part of stem to fore part of stern post *378.16*Less above Crown of Engine Room *76.35*2nd Number *36794.96*TONNAGE FOR FEES *4010.89*Proportions—Breadth to Length *7.52*Less Engine Room *1363.67*Depth to Length—Upper Deck to top of Keel *12.99*Less Navigation Spaces *68.45*Main Deck ditto *17.92*Register Tonnage *2665.12*Destined Voyage *New York via Suez*Built at *Middlesbrough*When built *1908-2* Launched *19<sup>th</sup> Decr 1907*By whom built *R. Craggs & Sons Ltd*Owners *The Lancashire Shipping Co Ltd*Managers *James Chambers & Co*Residence *Liverpool*Port belonging to *Liverpool*as out on Beam *2665.12*If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
as per Rule	378	2	Moulded	50	3	Top of Floors to top of Upper Dk. Beams	25	4 1/2	3
						Do. do. do. do. Main Dk. Beams	17	4 3/4	No. of Tiers of Beams 3

Dimensions of Ship per Register, Length *380* breadth *50.5* depth *25.4* Moulded depth, ft. *28* ins. *0 3/4* To Upper Dk. Round of Upper Dk. Beam, Actual *12 1/4* ins.

FRAMING.				FORGINGS OR CASTINGS.			
Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approvd.	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approvd.	Inches in Ship.	Inches per Rule. Or as Approved.
<b>FRAME, Angles, or L, E or C Bars for # length amidships</b>				<b>KEEL, Bar or Side Plates, depth and thickness</b>			
Do. for 1/2 at each end	6 3/2	9 1/2	6 3/2	9	8	<i>Keel plate</i>	
Do. in way of Double Bottoms at Solid Floors	3 1/2	10 9/16	3 1/2	10 9/16	8	<i>11 x 3</i>	
Spacing of Frames from centre to centre	6	10 9/16	6	10 9/16	8	<i>11 x 7</i>	
<b>REVERSED FRAME, Angles</b>	7 3/2	9 8/16	7 3/2	9 8/16	8	<i>11 x 7</i>	
<b>DEEP FRAMING, depth of girder</b>	10	10	10	10	8	<i>11 x 7</i>	
<b>FLOORS, depth and thickness of Floor Plate at mid-line for # length amidships</b>	Cell	2. 13.	Cell	2. 13.	7.9	<i>11 x 7</i>	
in way of Engines and Boilers	7 9/16	7.9	7 9/16	7.9	8	<i>11 x 7</i>	
thickness at the ends of vessel	8	8	8	8	8	<i>11 x 7</i>	
depth at 1/2 the half breadth, as per Rule	Half	10 9/16	Half	10 9/16	8	<i>11 x 7</i>	
height extended at the Bilges	Half	10 9/16	Half	10 9/16	8	<i>11 x 7</i>	
<b>FLOORS &amp; BRACKETS in Cell Dble Bottoms</b>	4 1/2	8 1/4	4 1/2	8 1/4	8	<i>11 x 7</i>	
state if flanged (top & bottom)	50	50	50	50	8	<i>11 x 7</i>	
Spacing	50	50	50	50	8	<i>11 x 7</i>	
<b>CENTRE GIRDER, in Double bottom, depth and thickness</b>	4 1/2	12 5/16	4 1/2	12 5/16	11.9	<i>11 x 7</i>	
Angles, Top	4 1/2	10 9/16	4 1/2	10 9/16	10.9	<i>11 x 7</i>	
Bottom	4 1/2	12 11/16	4 1/2	12 11/16	12.11	<i>11 x 7</i>	
<b>SIDE GIRDERS, number on each side &amp; thickness</b>	Three	8	Three	8	8	<i>11 x 7</i>	
state if flanged (top and bottom)	80	80	80	80	8	<i>11 x 7</i>	
Angles	3 1/2	8 3/2	3 1/2	8 3/2	8	<i>11 x 7</i>	
<b>MARGIN PLATE, depth (exclusive of flange) and thickness</b>	3 1/2	10 13/16	3 1/2	10 13/16	10	<i>11 x 7</i>	
Angles to Outside Plating	4	10 1/4	4	10 1/4	10	<i>11 x 7</i>	
Floors	3 1/2	8 13/16	3 1/2	8 13/16	8	<i>11 x 7</i>	
Height of Floors at the Bilges	Half	10 9/16	Half	10 9/16	8	<i>11 x 7</i>	
<b>INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake</b>	5 3/2	10 8/16	5 3/2	10 8/16	10.8	<i>11 x 7</i>	
in Engine and Boiler space	20 9/16	8 10/16	20 9/16	8 10/16	10.9	<i>11 x 7</i>	
Remainder in Holds	10 9/16	10.9	10 9/16	10.9	10.9	<i>11 x 7</i>	
<b>BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Hold, or Orlop, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb</b>	7	3 9/16	7	3 9/16	9	<i>11 x 7</i>	
Angles on upper edge	25	25	25	25	9	<i>11 x 7</i>	
Spacing	25	25	25	25	9	<i>11 x 7</i>	
<b>PILLARS, In 'tween Deck, size and spacing</b>	2 3/8	2 1/2	50	2 3/8	2 1/2	<i>11 x 7</i>	
Hold	4	50	4	50	50	<i>11 x 7</i>	
Quarter 'tween Dks.	5 1/4	4 1/2	10 1/2	4 1/2	10 1/2	<i>11 x 7</i>	
in Hold	10 x 7/16	10 x 7/16	10 x 7/16	10 x 7/16	10 x 7/16	<i>11 x 7</i>	
<b>WEB-FRAMES, In Fore Body, No. and spacing</b>	One	in	Deep Tank	One	in	<i>11 x 7</i>	
brdth. & thickness	30	9	30	9	9	<i>11 x 7</i>	
No. of Side Stringers	One	13 5/8	One	13 5/8	13 5/8	<i>11 x 7</i>	
<b>WEB-FRAMES, In E. &amp; B. Space, No. &amp; spacing</b>	One	13 5/8	One	13 5/8	13 5/8	<i>11 x 7</i>	
brdth. & thickness	30	9	30	9	9	<i>11 x 7</i>	
<b>WEB-FRAMES, In After Body, No. and spacing</b>	One	13 5/8	One	13 5/8	13 5/8	<i>11 x 7</i>	
brdth. & thickness	30	9	30	9	9	<i>11 x 7</i>	
No. of Side Stringers	One	13 5/8	One	13 5/8	13 5/8	<i>11 x 7</i>	
Size of Angles or Tee Bars to Web-Frames	6 1/2	4 1/2	13	6 1/2	4 1/2	<i>11 x 7</i>	
<b>BRACKET PLATES to Stringers between Web-Frames, depth and thickness</b>	6 1/2	4 1/2	13	6 1/2	4 1/2	<i>11 x 7</i>	

## BULKHEADS.

Number in Vessel.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up.
		Horizontal.	Vertical.	Horizontal.	Vertical.		
		Size.	Spacing.	Size.	Spacing.		
		Inches.	Inches.	Inches.	Inches.		
<b>W. T. BULKHEADS</b>	7	8 7/16	9 3/16	20	30	Shull	66 U.D.
<b>PARTITION</b>	1	6	9 3/16	20	30	Shull	66 U.D.
<b>LONGITUDINAL</b>							

Are the outside Plates doubled two spaces of Frames in length? *Yes*  
Are the Sluice Valves and Watertight Doors in efficient working order? *Yes*

5900-656M



PLATING.										RIVETING.													
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or jogged?				BUTTS.												
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.						
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	Thickness.	For what Length.						
FLAT PLATE KEEL	48	21	14	14	48	21	14	Double	6	1	4 1/2	Treble	1	3 1/2	19	15	14	full					
GARBOARD OF A Strake	67	14	13	13	14	13			5 1/4	7/8	3 1/4	Quad	1	4			14	full					
B "	73	12	9	9	14	12	9						7/8	3 1/2			12						
C "	72	13	10	11		13	10																
D "	60	12	9	9	14	12	9																
E "	53 1/2	13	11	10	13	13	10					Treble & Quad	3/8				9						
F "	55	12	9	9	12	12	9																
G "	59 1/2	13	10	10		13	10					Quad	3/8				12						
H "	53 1/2	12	9	9	10	12	9					Treble	3/8				9						
J "	61 1/2	13	10	10	11	13	10					Quad	3/8				12						
K "	54	12	9	9		12	9					Treble	3/8				9						
L "	44	14	11	11	44	14	11						1	3 1/2			10 1/2						
M "	54	12	8	8		12	8						7/8	3 1/2			9						
N "	49	13	8	8	40	13	11	8				Quad	1	3 1/2			12						
O "																							
P "																							
Q "																							
R "																							
S "																							
DOUBLING of Flat Plate Keel	Increased 3/16" in line.																						
Length and thickness of Bilges	of Sheerstrakes																						
of Strake below	of Strake below																						
POOP SIDES	Letters M & N.																						
BRIDGE SIDES																							
FORECASTLE SIDES																							
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, Plating, &c.?										Upper Deck Butts, treble riveted for full length amidship.													
Lanarkshire, Consett, Palmers, Belconn, Dorman, South Durham.										Stringer Plate Straps, single, double or overlapped for full length amidship.													
Iron: John Hill & Co.										Middle Deck Butts, treble riveted for full length amidship.													
Has the Steel been tested as required by the Rules? Yes.										Stringer Plate Straps, single, double or overlapped for full length amidship.													
										Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? Treble													
										Inner Bottom Plating, riveting of Edges of Plating Butts Double													
										Centre Girder Butts, Treble riveted Keelson Butts, riveted.													
										Frames, riveted through Plates with 7/8 in. Rivets, about 6" apart.													
										Rivets, state whether Iron or Steel Iron													
FRAMES extend in one length from Margin Plate to Weather deck										State if ordinary or jogged Ordinary													
REVERSED FRAMES on floors and frames extend from 27" scarp on margin plate to the										State if ordinary or jogged No.													
Upper & Main decks alternately & to the Main & Shelter Decks alternately in way of Forecastle																							
MASTS, SPARS, &c.																							
Material.		Total Length.		DIAMETER AND THICKNESS.				No. of Plates in round.		ANGLES.		RIVETING.											
				At Partners.		Heel.		Hounds.		Head.		Number.		Size.		Seams.		Butts.					
Fore		Steel		76' 0"		24 x 3/20		24 x 3/20		20 x 3/20		Two				Single		Treble					
Main				77' 0"																			
Mizen																							
Bowsprit		Doubled at heel, partners & head.																					
Topmasts, Yards and Remainder of Spars		Pitch Pine																					
Rigging, Material and Size, Shrouds		Galv. Wire 5 1/2" Stays 4 1/2"																					
Sails.		One Suit of fore & aft Sails, and the following spare sails																					
EQUIPMENT No. 44480.5 LETTER J.																							
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.							
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.													
10329		1st Bower		60 3 0		J.M. 48 32		48 15 0 0		60 0 0		Byers Patent		J.L. Byers & Co.		Sea 13/11/07 H.J. Relf							
10328		2nd "		60 0 14		48 56		48 10 0 0		60 0 0		do				31/10/07 J.P.							
10281		3rd "		50 3 21		48 18		43 0 0 0		50 2 0		do											
		4th "																					
		Collective weight		171 3 7						170 2 0													
10384		Stream		16 2 14		2 0 17		18 1 21		16 1 0		Common		J. Abbott & Co. Ltd.		22/11/07							
10385		Kedge		7 0 7		2 0 14		9 7 0 21		7 0 0		do		do									
* Mechanical test certificates produced.																							
CHAIN CABLES.																							
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 22.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 22.	
		Length. Diam.		Status. Break- ing.		Supplied. Per Table 22.		Length. Diam.										Length. Cir.		Tons.		Length. Cir.	
3561		270 2 3/16		20 1/2		645.3		270 2 3/16		J. Abbott & Co. Ltd.		Sea 19/11/07 H.J. Relf		TOWLINE		120 4 3/4		47		120 4 3/4			
														HAWERS & WARPS		2790 8				2790 8			
																2790 7				2790 7			
																47120 6				47120 6			
Iron Stream Chain or Steel Wire		3/90 3 18		15.2.08				3/90 3		Galv. braven & Speeding		Sea 12.2.08 Makers											
Boats 4 in No. 2 Lifeboats 26' x 7'6" x 3'0". 2 Jolly boats 20' x 6'0" x 2'6".																							
Pumps, Number 1 Downton to Bilge pipe line Diameter of Barrel 5 1/2 State whether they are in efficient working order Yes.																							
Windlass is Commerson, Walker & Thompson Bros Patent Capstan Strict steam & winch messenger combined.																							
Engine Room Skylights.—How constructed? All steel																							
What arrangements for deadlights in bad weather? Bulls eyes.																							
Coal Bunker Openings.—How constructed? B.A. coamings How are lids secured? Tarps & battens Height above deck? 7 1/2																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 Scuppers each side. 1 F.P. in Tonnage opening 18 x 16.																							
Ceiling in Holds, thickness and material 3" under hatch, 2 1/2" over limbers Cargo Battens, thickness and material 6 x 2																							
Cargo Hatchways.—How formed? Steel plates and angles Hatches, If strong and efficient? Yes 3																							
State size No. 1 Hatch (Forward) 27'1" x 15'11 1/2" x 32" No. 2 Hatch 27'1" x 15'11 1/2" x 32" No. 3 Hatch 10'5" x 16'0" x 32" No. 4 Hatch 27'1" x 16'0" x 32"																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1-2-4-5 :- 4 Webs No. 3 :- 1 Web																							
No. of Breasthooks 4 No. of Crutches Sleep floors																							
Bulwarks, height above deck and description Open rails & stanchions Main Rail, material and size																							
The above is a correct description.																							
Builder's Signature (here only) R. CRAGGS & SONS LIMITED Surveyor's Signature J. L. Gilmour																							
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) *E. 1907- Sep 23.*  
*M. 1907 May 27, June 5, 10, 15, 27, July 4, 9, 11, 21, Aug 28, Sep 2, 6, 24, 27, Oct 4, 1908 Feb 1-15.*  
**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? *Joggled plating* 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 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 *Satisfactory*  
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests *Satisfactory*  
**General Remarks** (State quality of workmanship, &c.) *Good.*

*This vessel has been built in accordance with the Approved Plans as amended (118 in No. 1), the Secretary's letters of the above dates and in other respects in general conformity with the requirements of the Society's rules. Fore Peak bulkhead & tunnel tested as per rule with satisfactory results. Horizontal steam steering gear is fitted in deckhouse on Shell deck at after end of engine room & connected to circular quadrant by galvanized steel wire ropes, chains & buffer springs, the whole being controlled from the Bridge deck. Hand & Steam steering gear & Windlass tested under working conditions & proved efficient. Freeboards marked on vessels sides & verified. A.B. The vessel grounded on the north bank of the Tyne when launched & remained fast for one tide. She has proceeded to the Tyne where she has been docked in Palmer's graving dock at Jarrow for examination. Newcastle Surveyors advised 20/2/08. Midship Section sent to London 21/2/08 for preparation of certificate.*  
*The Surveyor should state the Number of Report and Name of any Sister Vessel.*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *33.33* ft., R.Q.D. or Break \_\_\_\_\_ ft., Bridge Dk. \_\_\_\_\_ ft., F'castle \_\_\_\_\_ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated:— *Complete Shelter Deck with Tonnage Opening aft, fitted with efficient covers for temporary closing same.*  
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). *2 Plks (Stk) & Shelter deck (Iron) & deep framing*  
Official No. *124119*; Signal Letters *✓* State if Machinery is fitted aft *No.*  
How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint.*

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cell. A.B.*

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	116.66	253		Fore peak tank,			
Double bottom, under Engines and Boilers,				After peak tank,			40
Double bottom, if under Engines only,	25.0	108		Deep tank, aft,			
Double bottom, if under Boilers only,	22.91	99		Deep tank, forward,	25.0	613	
Double bottom, forward,	166.66	587		Other tanks, if fitted,			
	Total capacity	1047		(If necessary, furnish further information by sketch.)			

\* 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: Satisfactory*

Order for Special Survey No. *448*  
Date *31.1.08*  
No. *213* in builder's yard.  
DATES of Surveys held while building  
*1907 July 4, 15, 16, 19, 22, 24, 30. Aug 1, 7, 14, 16, 24, 28. Sept 2, 4, 11, 13, 14, 19, 23, 26. Oct 2, 7, 10, 15, 16, 16*  
*18, 18, 21, 23, 24, 25, 29, 31. Nov 1, 1, 4, 6, 13, 14, 15, 18, 19, 20, 22, 26, 28, 29, 30*  
*Dec 2, 6, 10, 11, 12, 18, 19, 20. 1908 Jan 7, 9, 14, 15, 16, 19, 21, 22, 23, 29, 31*  
*Feb 6, 13, 14, 14, 15, 15, 18, 19, 20*  
Total No. of Visits *79.*

The amount of Entry Fee ..... £ *5* : 0 : 0  
Special Survey Fee .... £ *125* : 5 : 6  
Travelling Expenses, if any £ *✓* : *✓* : *✓*  
Fees applied for, *22/2/1908*  
Received by me, *27/2/1908*

Certificate to be sent to *Middlesbrough Office*

State whether the Vessel has been built under Special Survey *Yes*  
I am of opinion this Vessel should be Classed *100 A1, Steel, Shelter Dk (with Rule)*  
With, or without Freeboard, as condition of Class  
*Wm L. Gilmour.*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
Character assigned

TUES 25 FEB 1908

*1000A1*

*Shelter dk with fbd 5.3.5*

*Lloyds 246. 3 + Lmb 2.08*  
*F. D. elec lights*  
*W. D. elec lights*



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Lloyd's Register

W95900653