

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

IRON OR STEEL STEAMER.

No. 6983

THU. AUG. 31. 1911

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

Date of completion of Report *30th August 1911*

Port of *Middlesbrough*

Date, First Survey *30th Aug.*

Last Survey *23rd August 1911*

Survey held at *Middlesbrough*
On the *Screw Steamer Eskwood*

Rig *Four & aft Schooner*

TONNAGE under
Tonnage Deck ..

561.70

ONE OR TWO-DECKED VESSEL.

CLASS *2-100 A1*

Master *Thomas Barlow*

Year of appointment *(1) As master in service of owner of present vessel: 1911. (2) As master of this vessel: 1911.*

Do. of Poop

98.06

Do. of Raised Or. Dk. or Break..

21.91

Do. of Bridge House

20.23

Do. of Forecastle

13.28

Houses on Deck

40.85

Excess of Hatchways

34.59

Above Crown of

41.51

Engine Room

34.59

Age for Fees ..

714.52

Engine Room

337.58

Navigation Spaces

41.62

ster Tonnage

370.11

ut on Beam ..

Half Breadth (moulded)

FEET.

14.89

Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam)

14.45

Girth of Half Midship Frame (as per Rule)

26.58

1st Number

55.92

Length on deck from after part of stem to fore part of stern post

59.42

2nd Number

194.0

Proportions—Breadths to Length

10848.48

Depths to Length—Main Deck to top of Keel

6.51

Destined Voyage *Swansea*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

| Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL— | Feet. | Inches. | No. of Decks with Flat laid |
|-------|---------|---------------|-------|---------|---|-------|---------|-----------------------------|
| 194 | — | Moulded | 29 | 9 1/2 | Top of Floors to top of Main Deck Beams | 11 | 10 1/2 | One |

Dimensions of Ship per Register, Length, *195* breadth, *30* depth, *11.62* Moulded Depth, *13* ft. *10* ins. Round of Beam, Actual *7 1/2* ins.

| FRAMING. | | | | FORGINGS AND CASTINGS. | | | |
|--|--------------------------|-----------------|-----------------|------------------------|-----------------|-----------------|-----------------|
| Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches in Ship. |
| ME, Angles, <i>7</i> , <i>7</i> or <i>7</i> Bars, for $\frac{1}{2}$ length amidships | <i>5 1/2</i> | <i>3</i> | <i>10.8</i> | 5 1/2 | <i>3</i> | <i>9.7</i> | |
| for $\frac{1}{2}$ at each end | | | <i>8</i> | | | <i>7</i> | |
| in way of Double Bottoms at Solid Floors .. | <i>3</i> | | <i>7</i> | <i>3</i> | | <i>6</i> | |
| " " at intermdt. Blts. | | | | | | | |
| ng of Frames from centre to centre | | <i>22</i> | | <i>22</i> | | | |
| ERSED FRAME, Angles | <i>3</i> | <i>3</i> | <i>7</i> | <i>3</i> | <i>3</i> | <i>6</i> | |
| P FRAMING, depth of girder | | | | | | | |
| ORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships | <i>Cell D.B. in hold</i> | | | | | | |
| in way of Engines and (Boilers—iron) | <i>15 1/2</i> | | <i>70 1/2</i> | <i>15 1/2</i> | | <i>70 1/2</i> | |
| thickness at the ends of vessel | | | <i>7</i> | | | <i>7</i> | |
| depth at $\frac{1}{2}$ the half breadth, as per Rule .. | <i>Straight across</i> | | | | | | |
| height extended at the Bilges | | | <i>6</i> | | | <i>6</i> | |
| ORS & BRACKETS, in Cell Dble Bottoms | | | | | | | |
| " state if flanged (top & bottom) | <i>neither</i> | | | | | | |
| " Spacing | | <i>22</i> | | <i>22</i> | | | |
| IRE GIRDER, in Double Bottom, depth and thickness | <i>3</i> | | <i>7.6</i> | <i>3</i> | | <i>7.6</i> | |
| " Angle, Top | <i>4</i> | <i>4</i> | <i>8</i> | <i>4</i> | <i>4</i> | <i>8</i> | |
| " " Bottom | <i>3 1/2</i> | <i>3 1/2</i> | <i>7</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>7</i> | |
| E GIRDERS, number on each side & thickness | <i>One</i> | | <i>8</i> | <i>One</i> | | <i>6</i> | |
| " state if flanged (top & bottom) | <i>neither</i> | | | | | | |
| " Angles .. | <i>3</i> | <i>3</i> | <i>7</i> | <i>3</i> | <i>3</i> | <i>6</i> | |
| GIN PLATE, depth (exclusive of flange) and thickness | <i>20</i> | | <i>7</i> | <i>20</i> | | <i>6</i> | |
| " Angles to Outside Plating | <i>3</i> | <i>3</i> | <i>6</i> | <i>3</i> | <i>3</i> | <i>6</i> | |
| " Floors | | | | | | | |
| " Height of Floors at the Bilges | <i>5" above Margin</i> | | | | | | |
| ER BOTTOM PLATING, breadth and thickness of Middle Line Strake .. | <i>54</i> | | <i>7.6</i> | <i>48</i> | | <i>7.6</i> | |
| " thickness in Engine and Boiler space | <i>Open bilge</i> | | | | | | |
| " " Remainder in Holds | | | <i>7</i> | | | <i>6</i> | |
| AMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb .. | <i>5</i> | <i>3</i> | <i>8.6</i> | <i>5</i> | <i>3</i> | <i>8.6</i> | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | <i>22</i> | | <i>22</i> | | | |
| AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | | | | | | |
| AMS, Hold, Plate or Tee Bulb | | | | | | | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | | | | | | |
| AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | | | | | | | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | | | | | | |
| S, Bridge or Pt. Awng. 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> | <i>6</i> | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | <i>44</i> | | <i>44</i> | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>4</i> | <i>3</i> | <i>6</i> | <i>4</i> | <i>3</i> | <i>6</i> | |
| " Angles on Upper Edge | | | | | | | |
| " Spacing | | <i>22</i> | | <i>22</i> | | | |
| PILLARS, In 'tween Decks, Size and Spacing | <i>2 1/4</i> | | <i>44</i> | <i>2 1/4</i> | | <i>44</i> | |
| " " Hold | <i>2 3/4</i> | | <i>43</i> | <i>2 3/4</i> | | <i>43</i> | |
| " " Quarter, 'tween Dks., " " .. | | | | | | | |
| " " in Hold | | | | | | | |
| WEB FRAMES, In Fore Body, No. and Spacing | | | | | | | |
| " " Brdth. & Thickness .. | | | | | | | |
| " No. of Side Stringers .. | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | <i>One</i> | | <i>One</i> | | | <i>One</i> | |
| " " Brdth. & Thickness .. | <i>18</i> | | <i>6</i> | <i>18</i> | | <i>6</i> | |
| WEB FRAMES, In After Body, No. and Spacing | | | | | | | |
| " " Brdth. & Thickness .. | | | | | | | |
| " No. of Side Stringers .. | | | | | | | |
| " Size of Angle or Tee Bars to Web Frames | <i>4 1/2</i> | <i>3</i> | <i>8</i> | <i>4 1/2</i> | <i>3</i> | <i>8</i> | |
| BRACKET PLATES to Stringers between Web Frames, Depth and Thickness | | | | | | | |

PLATING.

PLATING.

| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | EDGES. | | | | RIVETING. | | | | | | | |
|---|---|--|---------------------------------------|---------------------------------------|--|--|--|--|--|--|--|--|--|--|------------|--------|--|
| | AMIDSHIP. | | AFT. | | | Single or Double. | Breadth of Lap. | Diam. | Spacing cr. to cr. | BUTTS. | | | | IF LAPPED. | | | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | | | | Diam. | Spacing cr. to cr. | Breadth. | Thickness. | Breadth. | Thickness. | | |
| FLAT PLATE KEEL..... (If Bar Keel, state Riveting) GARBOARD OR A Strake... State actual thickness in case of Double Bottom. Sheer → | 52 54 57 54 49 45 34 36 | 12 10 8 7 8 7 8 6 | 10 8 7 7 8 7 8 6 | 10 9 8 7 8 7 8 6 | 32 32 32 32 32 32 34 34 | Double Single Single Single Single Single Single Single | 5 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 | 5/8 5/8 5/8 5/8 5/8 5/8 5/8 5/8 | Double Double Double Double Double Double Double Double | 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 | 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2 | 18 1/2 18 1/2 18 1/2 18 1/2 18 1/2 18 1/2 18 1/2 18 1/2 | 14-9 14-9 14-9 14-9 14-9 14-9 14-9 14-9 | full full full full full full full full | | | |
| DOUBLING OF Flat Plate Keel Length and thickness of Bilges of Sheerstrakes of Strake below ... RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING..... | Inc 4 1/2 for 3/4" bilge forward in lieu of doubling making it 14-5 | | | | | Inc 4 1/2 at break in lieu of doubling making it 13-6 | | | | | Single 2 1/2 3/4 3/4 5/8 7/8 7/8 7/8 | | | | | 5 full | |
| 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.: <i>Crown Sheet Process (Basic of Steel)</i> <i>Lorman & Co. Ltd. Bolton Works, Lancashire. South Durham.</i> <i>Gateshead, Newcastle, Palmerston.</i> Has the Steel been tested as required by the Rules? <i>Yes.</i> | | | | | | | | | | | | | | | | | |
| Main Stringer Plate Butts, treble riveted for half length amidship, single double overlapped for full length amidship. Butts of Side Stringers, and Tie Plates, treble or double riveted? <i>Both</i> Inner Bottom Plating, riveting of Edges <i>Single</i> Butts <i>At 1/2" long</i> Centre Girder Butts, <i>At 1/2" long</i> Keelson Butts, <i>riveted</i> Frames, riveted through Plates with <i>1/4"</i> in. Rivets, about <i>7'</i> apart. Rivets, state whether of Iron or Steel <i>Iron.</i> | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from centre girder to Margin, thence to gunwale REVERSED FRAMES on floors and frames extend from centre girder to margin: B. a framing in state if ordinary or joggled <i>Yes</i> state if ordinary or joggled <i>Yes.</i> | | | | | | | | | | | | | | | | | |
| MASTS, SPARS, &c. | | | | | | | | | | | | | | | | | |
| LOWER MASTS.... Fore Main Mizzen Material. Total length. At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES. RIVETING. Steel 68'-4" 18 x 4 1/2 14 x 4 1/2 ✓ 13 x 4 1/2 One ✓ ✓ Single Quadruple Spruce 32'-0" 9 1/4 9 ✓ 14 x 4 1/2 " ✓ ✓ Single Quadruple Topmasts, Yards and Remainder of Spars <i>Steel, Ketch doubled at partners, heel head.</i> Rigging, Material and Size, Shrouds <i>S.S.W. 3"</i> Sails, Tackling & Tackle, Main Mast & Mizen Tackling Stays <i>S.S.W. 3 1/4" 4"</i> Equipment No. 11992 Letter K. Sails and the following spare sails | | | | | | | | | | | | | | | | | |
| ANCHORS. Tonnage U.D.K. or Plating No. for Trawlers | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | |
| 65842 1st Bower .. 19 0 22 J.M. 7631 20 1 3 14 19 0 0 <i>Mechanical B.S.</i> <i>H. W. Green.</i> 65842 2nd " .. 19 0 0 P.A. 1440 19 17 2 0 19 0 0 <i>do.</i> <i>do.</i> 65887 3rd " .. 16 1 0 J.M. 8546 18 11 3 14 16 1 0 <i>do.</i> <i>do.</i> Collective weight 54 1 22 <i>cwt 54 lb</i> 54 1 0 <i>do.</i> <i>do.</i> 65845 Stream 5 1 5 - 1 1 25 7 14 0 7 5 1 0 <i>Ordinary</i> <i>do.</i> 65844 Kedg 2 2 4 - 2 18 5 2 2 0 2 2 0 <i>do.</i> <i>do.</i> <i>X Mechanical Test Certs for B.S. Heads produced.</i> | | | | | | | | | | | | | | | | | |
| CHAIN CABLES. | | | | | | | | | | | | | | | | | |
| HAWERS AND WARPS. | | | | | | | | | | | | | | | | | |
| Boats 2 Life 18'-6" & 1 Dinghy 15'-0" Pumps, Number Two Diameter of Barrel 4" State whether they are in efficient working order <i>Yes.</i> Windlass is <i>Comerson, Walker & Thompsons Hand & Steam</i> Capstan <i>Rogers & Co.</i> Engine Room Skylights.—How constructed? <i>Steel with tank flaps</i> What arrangements for deadlights in bad weather? <i>Bulls eyes.</i> Coal Bunker Openings.—How constructed? <i>Steel plates & angles</i> How are lids secured? <i>Purps & battens</i> Height above deck? <i>7'-10"</i> Number of Scupper, and number and dimensions of Freeing Ports, &c. <i>Scupper. 2' 6" 3' 5" x 1' 10" in shell & 3' 5" x 1' 10" in R.Q.D.</i> each side Ceiling in Holds, thickness and material <i>2 1/2" W.W.</i> Cargo Battens, thickness and material <i>6" x 2" W.W.</i> Cargo Hatchways.—How formed? <i>Steel plates & angles.</i> Hatches.—If strong and efficient? <i>Yes.</i> State size No. 1 Hatch (Forward) <i>38'-6" x 17'-1 1/2" x 16"</i> No. 2 Hatch <i>34'-10" x 17'-1 1/2" x 30"</i> No. 3 Hatch <i>No. 4 Hatch</i> Number of Web Plates, shifting Beams, and Fore and Afters to each Hatch <i>Nº 1:- 6. Nº 2:- 5.</i> No. of Breasthooks Two No. of Crutches <i>Deep floors</i> Bulwarks, height above deck and description <i>At 4' 2" x 7' 6" steel</i> Main Rail and Stays, material and size <i>5/8" x 3/4" 7/8", 5" x 3" 7/8" ties</i> The above is a correct description. For <i>W. MARKESS & SON, LIMITED</i> Builder's Signature (here only). <i>Robert Mitchell</i> Surveyor's Signature <i>W. L. Gilman</i> 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). M. 1910 30th Dec

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Is the riveted work properly closed? *Yes.*

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *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 facing surfaces? *Yes*

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

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

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* State results of tests *Satisfactory*

This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates & in general conformity with the Rules for the class contemplated. Hand & Steam steering gear (combined), have been fitted also spare tiller. Hand & Steam steering gear & Windlass tested and found efficient. Bidge keels have been fitted for about 80ft. composed of a 7x7/160 bulb plate & 5x3x7/160 angle bar.

N.B. A Midship Section & Profile of the vessel as built together with a framing report are forwarded herewith. The 6 approved plans were forwarded with our F.E. Report N° 6926. Please return approved plans for dealing with sister vessel now building

Sister vessels S. S. Norfolk Coast Mch. F. E. Rpt. No. 6477

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. or Break 108.66 ft., Bridge Dk. 12.53 ft., F'castle 24 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop is R.Q.D. _____ ft., R.Q.D. or Break _____ ft., Bridge Dk. _____ ft., F'castle _____ ft.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially joined. *"Well deck"*

Official No. *128813* : Signal Letters *1 Deck (Part Iron Part Steel)*

Signal Letters ☒ State if Machinery is fitted aft. *yes.*

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

PARTICULARS

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

| | | | | | |
|-------------------------------------|------------------------------------|--|---------------|-------------------|--------------------------|
| Double bottom, aft <i>4 forward</i> | *Length. Feet. <i>117.33</i> | Water Capacity. Tons. <i>158</i> | Where fitted. | *Length. Feet. | Water Capacity. Tons. |
|-------------------------------------|------------------------------------|--|---------------|-------------------|--------------------------|

| | | | | | |
|---|--------|-----|------------------|-------|-------|
| Double bottom, under Engines and Boilers, | 117.53 | 158 | Fore peak tank, | Feet, | Tons, |
| Double bottom, if under Engines only, | | | After peak tank, | | 79 |
| Double bottom, if under P-3 engines only, | | | Deep tank aft, | | 13.39 |

| | | |
|---------------------------------------|-------------------------|-------|
| Double bottom, if under Boilers only. | Deep tank, aft. | G. 39 |
| Double bottom, forward. | Deep tank, forward. | |
| | Other tanks, if fitted. | |

State whether the above have been tested as required by the Rules *Yes - Serial 1*

Order for Special Survey No. 901

Surveys
Building

1911. June 30. Feb. 7. 22. 23. 24. 25. 26. 27. 28. 29. 30. Apr. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. June 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Aug. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Sept. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

As required by the Rules

Yes. Satisfactory

Date 16. 1. 19

No. 180

of S... while bu...
June 8. 10. 20. 21. 30 July 6. 7. 10. 14. 18. 21. 26 Aug. 1. 10. 11. 16. 17. 18. 23.
... .. 1. 2. 4. 5. 9. 30.

No. 189 in builder's yard.

The amount of Entry Fee £ 0 : 0 : 0 Fees applied for, 29.8 1911 Total No. of Visits 41

Special.....*£ 15: 15: 0*
 Received by me, *13.8.11*
 Certificate to be sent to *Middlesbrough Office*

12-8-19 ALBANY
13
state whether the Vessel has been built under Special Survey

am of opinion this Vessel should be Classed *Yes.*
100 FT
Mrs. L. L. L.


Committee's Minute

character assigned

Royds arch
June 8th

Time 8.11
NN

W.C.



Lloyd's Register Foundation

002062-002070-0228

002062-002070-0278