

1 Dks. R.O.Dk.,

STEEL STEAMER.

No. 853

and Dr. Awng. Dk.

State if Report is also sent on the Machinery of the Vessel *Yes*Received at London Office *31 Oct 1898*Date of completion of Report *28th October 1898*Port of *Barrow-in-Furness*Date, First Survey *3rd Nov 1896*Last Survey *18th Oct 1898*Survey held at *Workington*
On the *Steel Screw Steamer**"LUDDICK"*Rig *3 Masted Schooner*Master *James H. H. H.*Year of appointment *(1) As master in service of
(2) As master of this vessel*Built at *Workington*
When built *1898* Launched *17th Oct.*By whom built *R. Williamson & Son*Owners *Aberdeen Marine & Mill Steam Co. Ltd.*Managers *Wm. Skirving*
(Where necessary to be entered in Reg. Book)Residence *79 Regent Quay Aberdeen*Port belonging to *Aberdeen*Port of call *Aberdeen*

Surveyed while Building, Afloat, or in Dry Dock

No. of Decks with Flat laid *ONE*No. of Tiers of Beams *ONE*Round of Beam, Actual *6 1/2* ins.Moulded Depth, *12* ft. *10* ins.Depth, Actual *12* ft. *2* ins.

Top of Floors to top of Main Deck Beams

Feet. *12* Inches. *2*

TONNAGE under

Tonnage Deck *372.04*Do. of Poop *75.24*Do. of Raised Qr. *16.81*Do. of Bridge House *9.62*Do. of Houses on Deck *20.33*Do. of excess of Hatchways *35.74*Do. of Crown of *529.78*Room *38.82*Do. of Crown of *35.74*Room *455.22*FOR FEES *290.88*Engine Room *16.48*Navigation Spaces *184.40*Tonnage on Beam *184.40*

ONE OR TWO DECKED VESSEL.

CLASS *100.A.1.*Half Breadth (moulded) *13.0*Depth from upper part of Keel to top of Main Deck Bms. *13.37*

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule) *24.60*1st Number *50.97*Length on deck from after part of stem to fore part of stern post *166.0*2nd Number *84.61*Proportions—Breadths to Length *6.38*Depths to Length—Main Deck to top of Keel *12.41*Destined Voyage *Glasgow for Machinery*

Surveyed while Building, Afloat, or in Dry Dock

Feet. *166* Inches. *0*Feet. *26* Inches. *0*Feet. *12* Inches. *2*

	Write "Stern Strake" opposite its corresponding letter.
a	I
b	I
c	I
d	I
e	I
f	I
g	I
h	I
i	I
j	I
k	I
l	I
m	I
n	I
o	I
p	I
q	I
r	I
s	I
t	I
u	I
v	I
w	I
x	I
y	I
z	I

FRAMES extend in one length from *trunk side to trunk side thru to* *gunwale. Bridge & Side.*
 REVERSED FRAMES on floors and frames extend from *Middle line to upper part of double angle keelson above bilge* *and*
gunwale alt. Under P. O. St. to bilge stringer & gunwale alt.; double in E & B. Space.

EQUIPMENT No. <i>9264</i> LETTER <i>N.</i>		TONNAGE FOR TRAWLERS												U.K.			
		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 Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
<i>18605</i>	1st Bower ..	<i>12</i>	<i>2</i>	<i>0</i>				<i>14</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>100 lb. Shankless.</i>	<i>J. Abbott & Co. L.</i>	<i>Low Walker. Sept.</i>
<i>18606</i>	2nd „ ..	<i>12</i>	<i>2</i>	<i>0</i>				<i>14</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>12</i>	<i>2</i>	<i>0</i>	„	„	„
<i>18628.</i>	3rd „ ..	<i>10</i>	<i>2</i>	<i>0</i>				<i>12</i>	<i>8</i>	<i>3</i>	<i>0</i>	<i>10</i>	<i>2</i>	<i>0</i>	„	„	„
	Collective weight.	<i>35</i>	<i>2</i>	<i>0</i>								<i>35</i>	<i>2</i>	<i>0</i>		<i>Tested by J. Lindate.</i>	
<i>31703</i>	Stream	<i>3</i>	<i>3</i>	<i>0</i>	<i>3</i>	<i>21</i>	<i>6</i>	<i>3</i>	<i>0</i>	<i>14</i>	<i>3</i>	<i>3</i>	<i>0</i>	<i>Common</i>	<i>Taylor & Son.</i>	<i>Stk May 31/14</i>	
<i>31704</i>	Kedge	<i>1</i>	<i>3</i>	<i>0</i>	<i>1</i>	<i>21</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>14</i>	<i>1</i>	<i>3</i>	<i>0</i>		<i>Tested Low H. J. Woodford.</i>		

Boats. *2 Lifeboats*
Pumps, Number *as per plan (3 in number)* Diameter of Barrel *2 1/2 in* State whether they are in efficient working order *Yes*
Windlass is *Emerson & Walker's (Steam)* Capstan *2 Steam Winches*
Engine Room Skylights.—How constructed? *High Curving, Wood Skylights on top.*
What arrangements for deadlights in bad weather? *Glass with iron bars on top.*
Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *hatch bars.* Height above deck? *7' 3"*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 Scuppers and 4 N. B. on each side*
Ceiling in Holds, thickness and material *2 1/2"* Ceiling 'tween Decks, thickness and material *✓*
Cargo Hatchways.—How formed? *Plates & angles in the usual manner* Hatches.—If strong and efficient? *Yes*
State size No. 1 Hatch (Forward) *24' 8" x 12' 6"* No. 2 Hatch *24' 8" x 12' 6"* No. 3 Hatch *✓* No. 4 Hatch *✓*
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *N. 1. 2 Web plates 3' Fr. & 3' Aft. N. 2. 2 Web plates 3' Fr. & 3' Aft.* No. of Breasthooks *3* No. of Crutches *3*
Bulwarks, height above deck and description *3' - 9" steel plates* Main Rail, material and size *2 1/2" x 4" x 5' 6"*
The above is a correct description. *✓* Surceyoy's Signature *Wm. Johnstone*
Builder's Signature (here only.) *B. Williamson & Son* Surceyoy to Lloyd's Register of British and Foreign Sh.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. or Break 25-0 ft., Bridge Dk. 10-5 ft., F'castle 22-0 ft.
 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
R.Q.D. joined to Bridge.
 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
 could appear in the Register Book) *1 Stk. (Steel).*
 ficial No.; Signal Letters
 ow are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *Paint.*

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.					
Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21.0	25
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	89.25	125	(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. *Indisposed*

<p>for Special Survey No. <u>49</u></p> <p><u>2 Nov 194</u></p> <p><u>118</u> in builder's yard.</p>	<p>DATES of Surveys held while building</p> <p><u>1896 Nov. 3. 11. 17. 25. Dec. 2. 7. 21. 1897. Jan. 11. 22. 28 Feb. 4. 9. 19. March 2. 10. 21. April 9. 22. May 4. 17. 19. June 3. 15. 20. July 8. 29. Aug. 12. Sep. 21. 30. Oct. 15. 21. 29. Nov. 5. 9. 11. 15. 23. Dec. 3. 9. 16. 22. 1898. Jan. 6. 11. 18. Feb. 1. 16. 23. March 15. 24. 30. April 13. 22. May 13. 18. 26. June 10. 21. July 4. Aug. 3. 11. 18. Sep. 6. 15. 20. Oct. 4. 13. 18.</u></p>	<p>Total No. of Visits <u>67</u></p>
<p>amount of Entry Fee £ <u>2 0 0</u></p> <p>Special £ <u>22 15 0</u></p> <p>Certificate £ : :</p> <p>Travelling Expenses, if any £ <u>2 10 6</u></p>	<p>Fees applied for, <u>2nd Oct. 1898</u></p> <p>Received by me, <u>5/12/1898</u></p>	<p>* Certificate to be sent to <u>Barrow Office</u></p>
<p>whether the Vessel has been built under Special Survey <u>Yes.</u></p> <p>of opinion this Vessel should be Classed <u>100. A. 1. (Steel).</u></p> <p>without Freeboard, as condition of Class</p>	<p><u>Wm Edmstone</u> Surveyor to Lloyd's Register of British and Foreign Shipping.</p>	

Committee's Minute
Character assigned

100A 1 Guil
+ 2mc 11.98

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