

IRON SHIP.

Steamer-

3919

(Received at London Office, 12 NOV 1888)

No. 3919 Survey held at Aberdeen Date, First Survey Oct 17th 1883 Last Survey 10 Nov 1888
On the Iron Steamer "Adolf Deppe" (Seven Steamer)

TONNAGE under Tonnage Deck } 659.54
 Ditto of Third, Spar, or Awning Deck } 192.27
 Ditto of Poop, or Raised Qr. Dk. } 4.79
 Ditto of Houses on Deck } 21.3
 Ditto of Forecastle } 21.3
 Gross Tonnage } 882.54
 Less Crew Space } 46.99
 } 835.55
 Less Engine Room } 282.41
 Register Tonnage as cut on Beam } 553.14

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) 14.1
 Depth from upper part of Keel to top of Upper Deck Beams 15.5
 Girth of Half Midship Frame (as per Rule) 26.3
 1st Number 55.9
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length 206.8
 2nd Number 115.69
 Proportions— Breadths to Length 7.3
 Depths to Length— Upper Deck to Keel 13.3
 Main Deck ditto

Master L Kersting 78.88
 Built at Aberdeen
 When built 1888 Launched 20 Oct 1888
 By whom built J Duthie Sons & Co
 Owners Adolf Deppe
 Residence Antwerp
 Port belonging to Antwerp
 Destined Voyage Antwerp
 If Surveyed while Building, Afloat, or in Dry Dock. while building

LENGTH on deck as per Rule ... 206 9 BREADTH— Moulded... 28 3 DEPTH top of Floors to Upper Deck Beams 14 2 1/2 Power of Engines 98 Horse. 98 N^o. of Decks with flat laid One N^o. of Tiers of Beams Two
 Dimensions of Ship per Register, length, 208.4 breadth, 28.75 depth, 14.25 M D 14-11

	Inches in Ship.			Inches per Rule.			Flat Keel Plates, breadth and thickness					
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.
	In Ship	In Ship	In Ship	per Rule	per Rule	per Rule	In Ship	In Ship	per Rule	per Rule	In Ship	In Ship
KEEL, depth and thickness	<u>7 1/2</u>	<u>2 1/4</u>		<u>7 1/2</u>	<u>2 1/4</u>		PLATES in Garboard Strakes, br'dth & thickness	<u>36</u>	<u>9</u>	<u>32</u>	<u>9</u>	
STEM, moulding and thickness... ..	<u>7</u>	<u>2 1/4</u>		<u>7</u>	<u>2 1/4</u>		From Garboard to upper part of Bilges... ..	<u>8</u>	<u>8</u>	<u>8</u>	<u>9</u>	
STERN-POST for Rudder do. do.	<u>3 7/8</u>	<u>4 5/8</u>		<u>7</u>	<u>4 1/2</u>		Of d'bling at Bilge, or increased thickness, and length applied 2 Strakes for 1/2 L	<u>9</u>	<u>9</u>	<u>9</u>	<u>9</u>	
" " for Propeller	<u>3 7/8</u>	<u>4 5/8</u>		<u>7</u>	<u>4 1/2</u>		From up. prt of Bilge to l.r. edge of Sh'rstrake... ..	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>			<u>22</u>			Main Sheerstrake, breadth and thickness... ..	<u>36</u>	<u>10</u>	<u>33</u>	<u>10 1/2</u>	
							Of d'bling at Sh'stk. & lng. applied 3/5 L	<u>19</u>	<u>8</u>	<u>19</u>	<u>8</u>	
FRAMES, Angle Iron, for 2/3 length amidships	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>	From M'n. to Up. or Spar Dk. Sh'rstrake... ..					
Do. for 1/2 at each end	<u>3</u>	<u>2 1/2</u>	<u>5</u>	<u>3</u>	<u>2 1/2</u>	<u>5</u>	Up. or Spar Dk Sh'rstrake, brdth & thicken'ss... ..					
REVERSED FRAMES, Angle Iron	<u>3</u>	<u>2 1/2</u>	<u>5</u>	<u>3</u>	<u>2 1/2</u>	<u>5</u>	Butt Straps to outside plating, breadth & thickness	<u>17 6/8</u>	<u>11 6/7</u>	<u>16 1/2</u>	<u>11 6/7</u>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>15 1/2</u>	<u>8.7</u>	<u>15 1/2</u>	<u>8.7</u>	<u>15 1/2</u>	<u>8.7</u>	Lengths of Plating <u>Six frames</u>					
" thickness at the ends of vessel	<u>8 1/4</u>	<u>6</u>	<u>8 1/4</u>	<u>6</u>	<u>8 1/4</u>	<u>6</u>	Shifts of Plating, and Stringers <u>2 Frames</u>					
" depth at 2/3 the half-bdth. as per Rule	<u>8 1/4</u>	<u>7 3/4</u>	<u>31</u>	<u>31</u>	<u>8 1/4</u>	<u>7 3/4</u>	Gunwale Plate on ends of <u>Awning, Spar, or</u> Upper Deck Beams, breadth and thickness... ..	<u>46</u>	<u>9</u>	<u>30</u>	<u>9</u>	
" height extended at the Bilges... ..	<u>34</u>	<u>31</u>	<u>31</u>	<u>31</u>	<u>34</u>	<u>31</u>	Angle Iron on ditto	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>
BEAMS, Upper, Spar, or Awning Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron } <u>5 1/2</u> <u>3</u> <u>7</u> <u>5 1/2</u> <u>3</u> <u>7</u>							Tie Plates fore and aft, outside Hatchways					
Single or double Angle Iron on Upper edge	<u>22</u>		<u>22</u>		<u>22</u>		Diagonal Tie Plates on Beams No. of Pairs					
Average space... ..	<u>22</u>		<u>22</u>		<u>22</u>		Flat of Up., Spar, or Awning Dk. <u>Iron only</u>	<u>5</u>				
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>8</u> <u>9</u> <u>8</u> <u>8</u>							How fastened to Beams	<u>Riveted</u>				
Single or double Angle Iron on Upper Edge	<u>4</u>	<u>3</u>	<u>7</u>	<u>4</u>	<u>3</u>	<u>7</u>	Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness	<u>25</u>	<u>7</u>	<u>25</u>	<u>7</u>	
Average space... ..	<u>4</u>		<u>4</u>		<u>4</u>		Is the Stringer Plate attached to the outside plating? <u>Yes</u>					
BEAMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>12</u> <u>10</u> <u>12</u> <u>10</u>							Angle Irons on ditto, No. <u>2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper Edge	<u>10 1/2</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10 1/2</u>	<u>10</u>	Stringer or Tie Plates, outside Hatchways	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>3 1/2</u>
Average space... ..	<u>10 1/2</u>		<u>10 1/2</u>		<u>10 1/2</u>		Flat of Lower Deck *	<u>Yes</u>				
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	Ceiling betwixt Decks, thickness and material	<u>1 1/2</u>				
" Rider Plate	<u>10 1/2</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10 1/2</u>	<u>10</u>	" in hold do. do.	<u>2 1/2</u>	<u>Red Pine</u>	<u>2 1/2</u>		
" Bulb Plate to Intercostal Keelson	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	Main piece of Rudder, diameter at head	<u>14 3/4</u>		<u>14 3/4</u>		
" Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	do. at heel	<u>2 3/4</u>		<u>2 3/4</u>		
" Double Angle Iron Side Keelson	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	Can the Rudder be unshipped afloat? <u>Yes</u>					
" Side Intercostal Plate	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	Bulkheads No. <u>4</u> No. per Rule <u>4</u>					
" do. Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	" Thickness of <u>5/16</u>					
" Attached to outside plating with angle iron	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	" Height up <u>upper deck</u>					
BILGE Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	" How secured to sides of ship <u>double bars</u>					
" do. Bulb Iron... ..	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	" Size of Vertical Angle Irons <u>3 1/2 x 3 x 6</u> and distance apart <u>30</u> ins.					
" do. Intercostal plates riveted to plating for length } <u>Yes</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	" Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>					
BILGE STRINGER Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>						
Intercostal plates riveted to plating for length } <u>Yes</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>						
SIDE STRINGER Angle Irons	<u>4 1/2</u>	<u>3</u>	<u>7</u>	<u>4 1/2</u>	<u>3</u>	<u>7</u>						

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 5 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to hold stringer and to gunwale alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
 " Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.
 " Edges of Main Sheerstrake, double & single riveted. Upper Sheerstrake, double or single riveted.
 " Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted & length amidships.
 " Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 " Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, On all Stringer Crutches, On all Stringer
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Ordinary Ship Quality
 Manufacturer's name or trade mark, Plater, Stockton Malleable Iron Co.
 The above is a correct description. Anglo-Danish Long & Co.
 Builder's Signature, John H Heck Surveyor's Signature, John H Heck
 Surveyor to Lloyd's Register of British and Foreign Shipping.

3919 Abn

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*
Are the fillings between the ribs 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 faying surfaces? *yes*
Do any rivets break into or through the seams or butts of the plating? *very few*

Masts, Bowsprit, Yards, &c., are *Pitch Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Short pole masts for Auxiliary purposes*

N ^o .	NUMBER & LETTER for SAILS.	EQUIPMENT	12716/21		Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.				
			Fathoms	Inches.				N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
	Chain	.....	165	1 3/8	51 + 34	1 3/8	LPH-LW	Bower Anchors	1	16-3-14	18-2-3-7	LPH-LW
	Fore Sails,	.....	75	1 3/8	R		R Bunnell	Bower Anchors	1	16-1-0	17-11-3-14	R Bunnell
	Fore Top Sails,	.....	60	7/8	20 7/8 + 13 1/4	7/8	5635-5631	Bower Anchors	1	15-3-21	17-7-2-0	10828
	Fore Topmast Stay Sails,	.....					5648	Bower Anchors	1			9-476
	Main Sails,	.....	90	3	certificate will be produced	9		Stream Anchor	1	5-3-14	8-2-3-7	10869
	Main Top Sails, and	.....	90	8		7		Kedge	1	2-3-7	5-7-2-0	10857
	quality	<i>good</i>	75	5 1/2		5		2nd Kedge	1	1-2-7 1/2	4-1-2-7	10875

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *two* others.
The Windlass is *Clark Chapman Pat* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *teak bolted to iron casing* How secured in ordinary weather? *always secured*
What arrangements for deadlights in bad weather? *strong bulls eye in the solid shutters*
Coal Bunker Openings.—How constructed? *iron castings* How are lids secured? *lump sum & lashing* Height above deck? *6*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 freeing ports on each side 29 x 19*
Cargo Hatchways.—How formed? *iron casings*
State size Main Hatch *18-3 x 10-0* Forehatch *12-9 x 10-0* Quarterhatch *18-3 x 10-0*
If of extraordinary size, state how framed and secured? *of iron casings*
What arrangement for shifting beams? *Web plates & fore & after*
Hatches, If strong and efficient? *yes 2 1/2 thick*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.																			
578	26-Oct-1883			167			1st. On the several parts of the frame, when in place, and before the plating was wrought	1883 Oct: 17-19-23-27-30 - Nov: 13-5-7-10-14-15-19-20-22-24 to 30				2nd. On the plating during the process of riveting	1883 Dec: 3-6-7-10-12-13-14-17-19-21-24-26-27-28-29				3rd. When the beams were in and fastened, and before the decks were laid....	1884 Jan: 7 to Dec 26				4th. When the ship was complete, and before the plating was finally coated or cemented..	1885 Jan: 7 to Aug: 17			5th. After the ship was launched and equipped	1888 Oct: 12 to Nov 10			

General Remarks (State quality of workmanship, &c.) *This vessel has been built under the special survey of the late Mr Kettle, in accordance with the rules & Sec^t letter of 1st Sept 1883, the Material & workmanship is good throughout, She has ballast tanks in the Main & after holds, the same have been tested by water to the upper deck & found sat^y. She has a Long Poop-108-5ft & a top gallant forecastle 26ft long. All the late Mr Kettle's notes have been checked over & the scantling found to be as per the approved tracings. She has a continuous iron Main deck not covered with wood. Tracings of Midship Section & Long Plan forwarded. 30 Oct^r 1888.*

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A.1.*
The amount of the Entry Fee£ 3 : : is received by me, *John H Heck*
Special£ 41 : 16 : - *16/11/1888*

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ 2-14-6.)
Committee's Minute *TUES 13 NOV 1888*
Character assigned *100 A.1 (Dm)*
+ dmb 11/88
La x cp
HULL CERTIFICATE WRITTEN.
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that the vessel appears worthy to be classed 100 A.1. as recommended. Well st. 50 particulars appeared.
Lloyd's Register Foundation
12/11/88