

IRON SHIP.

No. 88. Survey held at

Bergen

Date, First Survey 27th July 1883

(Received at London Office)

WEDNESDAY 20 JUNE 1884

1884

On the 1st of 81 S.S. "Welhaven"

Last Survey 18th June

TONNAGE under Tonnage Deck 509.13

Ditto of Third, Spar, or Awaiting Deck 57.22

Ditto of Poop, or Raised Qr. Dk. 91.82

Ditto of Houses on Deck 20.03

Ditto of Forecastle 678.20

Gross Tonnage 41.81

Less Crew Space 636.39

Less Engine Room 152.75

Register Tonnage as cut on Beam 483.64

ONE, OR TWO DECKED, THREE DECKED VESSEL,

RAISED QUARTER DECK

Half Breadth (moulded) 14.0

Depth from upper part of Keel to top of Upper Deck Beams 15.25

Girth of Half Midship Frame (as per Rule) 26.13

1st Number 55.38

1st Number, if a 3 Decked Vessel deduct 7 feet

Length 178.9

2nd Number 9907.482

Proportions— Breadths to Length 6.39

Depths to Length—Upper Deck to Keel 11.73

Master R. Svald

Built at Bergen

When built 1884 Launched 15.1.84

By whom built Martins Olsen & Co

Owners S. M. Kuhnle and others

Residence Bergen

Port belonging to Bergen

Destined Voyage Archangel

If Surveyed while Building, Afloat, or in Dry Dock.

Special Survey while building

LENGTH on deck as per Rule 178 9 BREADTH— Moulded 28 0 DEPTH top of Deck Beams to Upper Deck Beams 12 5 Power of Engines 75 N° of Decks with flat laid one N° of Tiers of Beams after hold in

Dimensions of Ship per Register, length, 180.0 breadth, 28'0" depth, 15'3" 12.5' sea latter

KEEL, depth and thickness centre plate 22 inches 22 inches

STEM, moulding and thickness 6 3/4 x 2 1/2 6 3/4 x 2 1/2

STERN-POST for Rudder do. do. 6 3/4 x 4 1/4 6 3/4 x 4 1/4

" " for Propeller 6 3/4 x 4 1/4 6 3/4 x 4 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 22 inches 22 inches

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 3 1/2 3 1/2 3 1/2

Do. for 1/4 at each end 3 1/2 3 1/2 3 1/2 3 1/2

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 3 1/2 3 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 15 1/2 15 1/2

thickness at the ends of vessel 15 1/2 15 1/2

depth at 1/4 the half-bdth. as per Rule 15 1/2 15 1/2

height extended at the Bilges 15 1/2 15 1/2

BEAMS, Upper, Spar, or Awaiting Deck 5 3 1/6 5 3 1/6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 1/6 5 3 1/6

Single or double Angle Iron on Upper edge 5 3 1/6 5 3 1/6

Average space 22 inches 22 inches

BEAMS, Main, or Middle Deck 5 3 1/6 5 3 1/6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 1/6 5 3 1/6

Single or double Angle Iron, on Upper Edge 5 3 1/6 5 3 1/6

Average space 22 inches 22 inches

BEAMS, Lower Deck at Hatchways 6 1/2 x 1/6 6 1/2 x 1/6

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 1/6 2 1/2 2 1/2

Single or double Angle Iron on Upper Edge 3 3 1/6 3 3 1/6

Average space 18 feet 4 inches

BEAMS, Hold, or Orlop 7 1/2 7 1/2 7 1/2 7 1/2

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 1/6 3 3 1/6

Single or double Angle Iron on Upper Edge 3 3 1/6 3 3 1/6

Average space 18 feet 4 inches

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 12 x 1/6 12 x 1/6

" Rider Plate in fore hold 9 x 1/6 8 1/2 x 1/6

" Bulb Plate to Intercoastal Keelson 4 3 1/6 4 3 1/6

" Angle Irons 4 3 1/6 4 3 1/6

" Double Angle Iron Side Keelson 4 3 1/6 4 3 1/6

" Side Intercoastal Plate 4 3 1/6 4 3 1/6

" do. Angle Irons 4 3 1/6 4 3 1/6

" Attached to outside plating with angle iron 4 3 1/6 4 3 1/6

BILGE Angle Irons 4 3 1/6 4 3 1/6

" do. Bulb Iron 4 3 1/6 4 3 1/6

" do. Intercoastal plates riveted to plating for length 4 3 1/6 4 3 1/6

BILGE STRINGER Angle Irons 4 3 1/6 4 3 1/6

Intercoastal plates riveted to plating for length 4 3 1/6 4 3 1/6

SIDE STRINGER Angle Irons 12 12 12 12

The FRAMES extend in one length from plate in way of st. b. to gunwale elsewhere

The REVERSED ANGLE IRONS on floors and frames extend middle line to hold beam 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 in. diameter, averaging 4 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 1/2 ins. from centre to centre.

" Butts of two Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 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 1/4 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or 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 length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 4 Crutches,

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, Plates J & R Minier Angles - Sorman Long & Co

The above is a correct description

Builder's Signature, Martin Olsen

Surveyor's Signature, Effaizlam

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

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? *a few*

Masts, Bowsprit, Yards, &c., are *now* 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 *main Mast 78 feet x 16" diameter*
Fore Mast 84 feet x 17" diameter
both masts of pitchpine - and Pole masts.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	104.5	1 1/4	42 1/2	1 1/4	Artificer 6966	Bower Anchors					
1.	Fore Sails,	105.5	1 1/4	42 1/2	1 1/4	Artificer 6965	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1.	13.3.7	15.10.1.7	13 1/2	
1.	Fore Top Sails,	60.2	13/16	17 3/10	13/16	6980	N ^o 8389	1.	13.1.14	15.1.2.7	"	
1.	Fore Topmast Stay Sails,						N ^o 8394	1.	12.3.0	14.10.2.14	"	
2.	Main Sails,	90	9		9		N ^o 8395	1.	5.3.21	8.5.0.0	4 3/4	
	or Steel Wire ..						Stream Anchor	1.	2.2.14	5.2.2.0	2 1/2	
	or Hempen Strm } Cable						Kedge 8387	1.	1 1/2	-	1 1/4	
	Towline, Hemp.						2nd Kedge ...	1.				
	or Steel Wire ..											
	Hawser	90	8		7							
	Warp	90	5		5							
	and quality <i>good</i>	120 extra Warps										

Standing and Running Rigging *standing of steel* sufficient in size and *good* in quality. She has *two* Long Boat and *one* Life boat
The Windlass is *Harfield patent* Capstan — and Rudder *good* Pumps *efficient*

Engine Room Skylights.—How constructed? *Iron coamings Teack Top* How secured in ordinary weather? *Screws*

What arrangements for deadlights in bad weather? *dead plates*

Coal Bunker Openings.—How constructed? *Iron coamings* How are lids secured? *Iron bars* Height above deck? *two feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and scuppers*

Cargo Hatchways.—How formed? *Iron coamings extending to lower edge of beams and two feet above deck*

State size Main Hatch *18'4" x 11'0"* Forehatch *7'4" x 7'6"* Quarterhatch *18'4" x 11'0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Web plates - three fore and afters.*

Hatches, If strong and efficient? *2 1/2" solid*

Order for Special Survey No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Special Survey while building</i> <i>32 Visits.</i>
Date		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>8.</i> in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) *the Workmanship of this vessel is good, and it is my opinion that the S.S. "Welhaven" is this day the 18th of June 1884 in a good seaworthy condition eligible to obtain the class 100 A1.*

*One decked vessel, Raised quarterdeck 65'9" long
Bridge deck 49'9" and Forecastle 21'3" long. -*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *bottom well cemented* Outside *three coats of paint in holds*
I am of opinion this Vessel should be Classed *100 A1.*

The amount of the Entry Fee£ 3 : 0 : is received by me, £38.3.0
Special£ 33 : 18 : 1884

(to be sent as per margin). Certificate ... 0 : 5 :
(Travelling Expenses, if any, £1.0.0.)

Committee's Minute TUESDAY 1 JULY 1884 18

Character assigned

H. M. J. R. 100 A1

BGN1105/179

18th June

1884

1884