

IRON SHIP.

No. 99. Survey held at *Bergen*

Date, First Survey *3 August 1883*

(Received at London Office) MONDAY 8 DEC 1884

Last Survey *14 December*

1884

On the (*S.S. N° 7*) *Sadrelanet*

TONNAGE under *1298.68*

Tonnage Deck *1298.68*

Ditto of Third, Spar, or Awning Deck. *1610.75*

Ditto of Poop, or Raised Qr. Dk. *61.22*

Ditto of Houses on Deck *1549.53*

Ditto of Forecastle *326.06*

Gross Tonnage *1223.47*

Less Crew Space

Less Engine Room

Register Tonnage as out on Beam

Official Number

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) *18.50*

Depth from upper part of Keel to top of Upper Deck Beams *19.48*

Girth of Half Midship Frame (as per Rule) *34.25*

1st Number *71.83*

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

Length *253.58*

2nd Number *16214.65*

Proportions—Breadths to Length... *6.85*

Depths to Length—Upper Deck to Keel... *12.34*

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Master *A. C. Brün*

Built at *(Saxevag) Bergen*

When built *1884* Launched *25 July 84*

By whom built *Martens, Olsen*

Owners *P. J. Halvorsen and others*

Residence *Bergen*

Port belonging to *Bergen*

Destined Voyage *England*

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

Special Survey while building.

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State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

• If Iron Deck, state if whole or part, and if wood deck to be laid thereon.

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse	N° of Decks with flat laid	N° of Tiers of Beams
255	0		37	0		19	3		160	22.2	one	two
Dimensions of Ship per Register, length, breadth, depth, ...												
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
2" for Propeller												
Space of Frames from moulding edge to building edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
BEAMS, depth and thickness of Floor Plate at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Angle or double Ang. Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck at Hatches												
Angle or double Ang. Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Angle or double Ang. Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
Rider Plate												
Bulb Plate to Intercoastal Keelson												
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
Large Angle Irons												
do. Bulb Iron												
do. Intercoastal plates riveted to plating for length												
Large STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
Small STRINGER Angle Irons in paired												

FRAMES extend in one length from *Centre, within way of double bottom* to *upper deck*

REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *raised 1/4 D main deck* and to *hold beams* 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* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *4* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *4* ins. from centre to centre.

Butts of *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *7/8* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *7/8* in. diameter, averaging *4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* 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 *5 1/2* Breadth of laps of plating in single riveting

Laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *6* Crutches, *2*

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c

BONNOS/214

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* *yes*

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 *Both masts of Iron.*

Fore Mast 68' 6" long 20 1/2" diameter
Mizen Mast 64' 0" long 19 1/4" diameter

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
2	Fore Sails,	270	1 1/2"	5 1/4"	1 1/2"	Machine N ^o 5. - Eraser N ^o 302	N ^o 8687.					
2	Fore Top Sails,	75	1 1/2"	20 3/4"	1 1/2"	Machine N ^o 5. - Eraser N ^o 302	N ^o 8688.					
2	Fore Topmast Stay Sails,						N ^o 8686.					
1	Main Sails,	90	1 1/2"	20 3/4"	1 1/2"	Machine N ^o 5. - Eraser N ^o 302	N ^o 8687.					
2	Main Top Sails,	180	1 1/2"	20 3/4"	1 1/2"	Machine N ^o 5. - Eraser N ^o 302	N ^o 8688.					
Standing and Running Rigging							N ^o 8686.					
The Windlass is							N ^o 8687.					
Engine Room Skylights.							N ^o 8688.					
Coal Bunker Openings.							N ^o 8686.					
Scuppers, &c.							N ^o 8687.					
Cargo Hatchways.							N ^o 8688.					
State size Main Hatch							N ^o 8686.					
If of extraordinary size, state how framed and secured?							N ^o 8687.					
W ^h arrangement for shifting beams?							N ^o 8688.					
Hatches, If strong and efficient?							N ^o 8686.					
Order for Special Survey No.							N ^o 8687.					
Date							N ^o 8688.					
Order for Ordinary Survey No.							N ^o 8686.					
Date							N ^o 8687.					
No.							N ^o 8688.					
State dates of letters respecting this case							N ^o 8686.					
General Remarks (State quality of workmanship, &c.)							N ^o 8687.					

are sufficient in size and good in quality. She has *two* Long Boat and *two* life boats

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