

IRON SHIP.

No. 104 Survey held at Bergen

Date, First Survey 22nd March '84 Last Survey 3rd January '85

(Received at London Office, MONDAY 26 JAN 1885)

On the Iron Screw Steamer "Ganger Rolf" (No. 14 in Builders yard).

TONNAGE under Tonnage Deck 1524.18

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 1544.66

Less Crew Space 63.19

Less Engine Room 1481.47

Register Tonnage as out on Beam 287.62

1193.85

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

Half Breadth (moulded) 17.50

Depth from upper part of Keel to top of Upper Deck Beams 17.17

Girth of Half Midship Frame (as per Rule) 31.37

1st Number 66.04

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

Length 238.67

2nd Number 15761.76

Proportions— Breadths to Length 6.82

Depths to Length— Upper Deck to Keel 13.88

Main Deck ditto

Master C. H. Möller

Built at Bergen

When built 1885

Launched 4th Novbr '85

By whom built Martens Olsen & Co

Owners Hott & Isachsen

Residence Stavanger

Port belonging to Stavanger

Destined Voyage England

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

Special Survey while building

LENGTH on deck as per Rule 240 0 BREADTH Moulded 35 0 DEPTH top of Floors to Upper Deck Beams 15 0 Do. do. Main Deck Beams 7 0 Power of Engines 130 Horse. No. of Decks with flat laid two No. of Tiers of Beams 3.

Dimensions of Ship per Register, length, 238.6 breadth, 35.2 depth, 22.2.

KEEL, depth and thickness 8 1/2 x 2 1/2 STEEL, moulding and thickness 8 x 2 1/2 STERN-POST for Rudder do. do. 8 x 5 " " for Propeller 8 x 5 Distance of Frames from moulding edge to moulding edge, all fore and aft 23 inches 23 inches

FRAMES, Angle Iron, for 1/2 length amidships 4 3 1/16 4 3 1/16 Do. for 1/4 at each end 3 3 1/16 3 3 1/16 REVERSED FRAMES, Angle Iron 3 3 1/16 3 3 1/16 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 20 1/16 20 1/16 thickness at the ends of vessel 10 1/16 10 1/16 depth at 1/2 the half-bdth. as per Rule 40 40 height extended at the Bilges 40 40

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 3 1/16 6 3 1/16 Average space 46 inches 46 inches

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 3 1/16 6 3 1/16 Average space 23 inches 23 inches

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron 4 4 1/16 4 4 1/16 Average space 23 inches 23 inches

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 4 4 1/16 4 4 1/16 Average space 23 inches 23 inches

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 16 12 1/16 16 12 1/16 Rider Plate 11 11 12 1/16 Bulb Plate to Intercoastal Keelson 5 3 1/2 5 3 1/2 Double Angle Iron Side Keelson 5 3 1/2 5 3 1/2 Side Intercoastal Plate 5 3 1/2 5 3 1/2 Attached to outside plating with angle iron 3 3 1/16 3 3 1/16 do. Bulb Iron 5 3 1/2 5 3 1/2 do. Intercoastal plates riveted to plating for length 8 1/2 8 1/2

BILGE STRINGER Angle Irons 5 3 1/2 5 3 1/2 Intercoastal plates riveted to plating for length 5 3 1/2 5 3 1/2

SIDE STRINGER Angle Irons 5 3 1/2 5 3 1/2

The FRAMES extend in one length from Center of Tank and in one piece from tank side to Spar Deck

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck

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 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 3 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 ins. from cr. to cr.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble; double or single Riveted? No. of Breasthooks, 5 Crutches, 2321

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

Manufacturer's name or trade mark, Plates S. M. J. & Co

The above is a correct description. Builder's Signature, Martens Olsen Surveyor's Signature, H. H. H. Lloyd's Register

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 *Heel - Deck - Hounds - Head*
Fore Mast - Length extreme 68'9" - 15" - 20" - 16 1/2" - 13 1/2"
Mizen Mast " - 59'6" - 13" - 17 1/2" - 14" - 11 3/4" -

Reference should be made to any correspondence connected with the case.

NUMBER for EQUIPMENT

19013

	SAILS.	CABLES, &c.	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.
N ^o .		Chain	270	1 ⁵ / ₈	47 ⁵ / ₈	1 ¹ / ₈	N ^o 5675	Bower Anchors	N ^o 13736	1.	25.2.0	253.3.0	25 ¹ / ₂
3	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	Machine N ^o 17-ABC-PT-1801					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1.	25.2.0	253.3.0	25 ¹ / ₂	
2	Fore Top Sails,	Iron Stream Chain	75	1.	12	1.	N ^o 5712	"	13735	1.	24.1.14	24.4.0.7	"
	Fore Topmast Stay Sails,	or Steel Wire ..	Certificate of steel wire from										
		or Hempen Strm Cable	Warrington wire rope works.										
		Towline, Hemp.	90	3 ¹ / ₂	26	3 ¹ / ₄		"	13734	1.	23.1.14	23.8.0.14	"
3	Main Sails,	Steel Wire ..	60	2 ¹ / ₂	12			"	13737	1.	8.2.0	10.12.2.0	8 ¹ / ₂
	Slag	Hawser	90	8 ¹ / ₂		8 ¹ / ₂		Stream Anchor					
2	Main Top Sails,	Warp	90	6		6		Kedge	13738	1.	4.1.21	6.17.2.0	4 ¹ / ₄
	and	quality	good and 120 Sathum extra warps										
Standing and Running Rigging Standing-Wire - sufficient in size and good in quality. She has Two Long Boat and Two Life boats													
The Windlass is Harfield's patent Capstan Steam Steering and Rudder good Pumps efficient													
Engine Room Skylights.—How constructed? Iron coaming - teak top How secured in ordinary weather? Screws													
What arrangements for deadlights in bad weather? Tarpauling													
Coal Bunker Openings.—How constructed? Iron Coamings How are lids secured? Iron bars Height above deck? 20"													
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Sufficient scuppers - flush deck													
Cargo Hatchways.—How formed? Iron coamings extending to lower edge of deck beams. -													
State size Main Hatch 26'0" x 11'0" Forehatch 13'6" x 11'0" Quarterhatch 26'0" x 11'0"													
If of extraordinary size, state how framed and secured?													
What arrangement for shifting beams? Two deep web plates in main and after hatch and one web plate in fore hatch on both decks.													
Hatches, If strong and efficient? Strong fore - and afters and 2 ¹ / ₂ " solid planks. -													

R. W. C. F. T. S. - B. Hartness Superintendent

NGA

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Order for Special Survey No.	1st. On the several parts of the frame, when in place, and before the plating was wrought	9/4. - 29/5. - 10/6. - 14/6. - 23/6. - 1884.
Date	2nd. On the plating during the process of riveting	17/7. - 31/7. - 26/8. - 2/9 - 11/9.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid....	2/10. - 6/10. - 18/10 - 30/10
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	3/11 - 4/11
N ^o 14. in builder's yard.	5th. After the ship was launched and equipped	6/11 - 8/11 - 17/11 - 24/11 - 27/11 - 7/12 - 16/12 - 23/12 - 31.1885
State dates of letters respecting this case		19/2. - 1/3. - 28/3. - 5/4. - 25/4. - 2/5. - 30/5.

General Remarks (State quality of workmanship, &c.) *The Material and Workmanship of the S.S. "Ganger Poff" is good; the vessel has a very good and complete outfit, and it is my opinion that the vessel is this day the 3^d of January 1885 in a good seaworthy condition. -*

Flush decked vessel. -

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form) *three coats of paint. -*

How are the surfaces preserved from oxidation? Inside *three coats of paint. -* Outside *three coats of paint*

I am of opinion this Vessel should be Classed *100 A.1. in the register Book*

The amount of the Entry Fee£ 4 : 0 : 0 is received by me, (£ 69.7.6)

Special£ 63 : 12 : 6 5th January 1885

(to be sent as per margin). Certificate ... 0 : 5 : 0

(Travelling Expenses, if any, £ 1.10.0).

Committee's Minute

Character assigned

100 A.1. Spar Decked

1 Da Iron Skin De

24 Dec 1884

250/11/10

TUESDAY 27 JAN 1885 18

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