

IRON SHIP.

(Received at London Office, JULY 1890)

248

1870

No. 248 Surve. Bergen Date, First Survey 6 Novbr. 1889 Last Survey 4th July

On the Steel screw steamer "Bredablik" (designated n^o 375)

TONNAGE under Tonnage Deck	584.96	ONE, OR TWO DECKED, THREE DECKED VESSEL,	Master <u>Nielsen</u>
Ditto of Third, Spar, or Awning Deck	93.69	SPAR, OR AWNING DECKED VESSEL.	Built at <u>Bergen</u>
Ditto of Poop, or Raised Qr. Dk.	419.81	Half Breadth (moulded)	When built <u>1889-90</u> Launched <u>14-5-90</u>
Do of Houses on Deck	5.93	Depth from upper part of Keel to top of Upper Deck Beams	By whom built <u>Bergens mek værksted</u>
Ditto of Forecastle	29.15	Girth of Half Midship Frame (as per Rule)	Owners <u>Johan C. Giertsen</u>
Gross Tonnage	680.54	1st Number	Residence <u>Bergen</u>
Less Crew Space	50.68	1st Number of 3 Decked Vessel .. deduct 7 feet	Port belonging to <u>Bergen</u>
Less Engine Room	629.86	Length	Destined Voyage <u>Bonnes</u>
Register Tonnage as cut on Beam	479.75	2nd Number	If Surveyed while Building, Afloat, or in Dry Dock.
		Proportions— Breadths to Length	<u>Surveyed while building</u>
		Depths to Length—Upper Deck to Keel	
		Main Deck ditto	

LENGTH on deck as per Rule ...	193.0	BREADTH— Moulded ...	28.0	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams ...	13.0	Power of Engines ...	92	N ^o . of Decks with flat laid	1
Dimensions of Ship per Register, length, 193.0 breadth, 28.0 depth, 13.0									
KEEL, depth and thickness ...	7 1/2 x 3/4	Inches in Ship	7 1/2 x 3/4	Inches per Rule	7 1/2 x 3/4	Flat Keel Plates, breadth and thickness ...	32 x 1/2	Inches in Ship	32 x 1/2
STEM, moulding and thickness ...	7 1/2 x 2 1/8	Inches in Ship	7 1/2 x 2 1/8	Inches per Rule	7 1/2 x 2 1/8	PLATES in Garboard Strakes, br'dth & thickness	8 1/2 x 1/2	Inches in Ship	8 1/2 x 1/2
STERN-POST for Rudder do. do.	6 3/4 x 4 1/4	Inches in Ship	6 3/4 x 4 1/4	Inches per Rule	6 3/4 x 4 1/4	From Garboard to upper part of Bilges ...	2 strakes at bilge in	Inches in Ship	2 strakes at bilge in
" " for Propeller ...	6 3/4 x 4 1/4	Inches in Ship	6 3/4 x 4 1/4	Inches per Rule	6 3/4 x 4 1/4	Of d'bling at Bilge, or increased thickness, and length applied	2 strakes at bilge in	Inches in Ship	2 strakes at bilge in
Distance of Frames from moulding edge to moulding edge, all fore and aft	22"	Inches in Ship	22"	Inches per Rule	22"	From up. prt of Bilge to l.r. edge of Sh'rstrake ...	34 x 1/2	Inches in Ship	34 x 1/2
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3	Inches in Ship	3 1/2 x 3	Inches per Rule	3 1/2 x 3	Main Sheerstrake, breadth and thickness ...	34 x 1/2	Inches in Ship	34 x 1/2
Do. for 1/2 at each end ...	3 1/2 x 3	Inches in Ship	3 1/2 x 3	Inches per Rule	3 1/2 x 3	Of d'bling at Sh'stk. & lng. applied	34 x 1/2	Inches in Ship	34 x 1/2
REVERSED FRAMES, Angle Iron	3 1/2 x 3	Inches in Ship	3 1/2 x 3	Inches per Rule	3 1/2 x 3	From M'n. to Up. or Spar Dk. Sh'rstrake ...	34 x 1/2	Inches in Ship	34 x 1/2
LOOKS, depth and thickness of Floor Plate at mid line for half length amidships	5/20	Inches in Ship	5/20	Inches per Rule	5/20	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss ...	34 x 1/2	Inches in Ship	34 x 1/2
thickness at the ends of vessel	5/20	Inches in Ship	5/20	Inches per Rule	5/20	Butt Straps to outside plating, breadth & thickness	14 1/4 x 1/2	Inches in Ship	14 1/4 x 1/2
depth at 3/4 the half-bdth. as per Rule	5/20	Inches in Ship	5/20	Inches per Rule	5/20	Lengths of Plating	6 frames	Inches in Ship	6 frames
height extended at the Bilges ...	5 x 3 x 7/20	Inches in Ship	5 x 3 x 7/20	Inches per Rule	5 x 3 x 7/20	Shifts of Plating, and Stringers	2 frames	Inches in Ship	2 frames
BEAMS, Upper, Spar, or Awning Deck	5 x 3 x 7/20	Inches in Ship	5 x 3 x 7/20	Inches per Rule	5 x 3 x 7/20	Stringer Plate on ends of Awning, Spar, or	24 x 6/20	Inches in Ship	24 x 6/20
single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3 x 7/20	Inches in Ship	5 x 3 x 7/20	Inches per Rule	5 x 3 x 7/20	Deck Beams, breadth and thickness ...	3 x 3 x 6/20	Inches in Ship	3 x 3 x 6/20
single or double Angle Iron on Upper edge	5 x 3 x 7/20	Inches in Ship	5 x 3 x 7/20	Inches per Rule	5 x 3 x 7/20	Angle Iron on ditto ...	3 x 3 x 6/20	Inches in Ship	3 x 3 x 6/20
Average space ...	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Tie Plates fore and aft, outside Hatchways	9 x 6/20	Inches in Ship	9 x 6/20
BEAMS, Main, or Middle Deck	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Diagonal Tie Plates on Beams No. of Pairs	44 x 9/20	Inches in Ship	44 x 9/20
single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Flat of Up., Spar, or Awning Dk. ...	3 1/2" thick	Inches in Ship	3 1/2" thick
single or double Angle Iron, on Upper Edge	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	How fastened to Beams ...	galvanized iron bolts & nuts	Inches in Ship	galvanized iron bolts & nuts
Average space ...	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Stringer Plate on ends of Main or Middle Deck	44 x 9/20	Inches in Ship	44 x 9/20
BEAMS, Lower Deck	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Beams, breadth and thickness	44 x 9/20	Inches in Ship	44 x 9/20
single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Is the Stringer Plate attached to the outside plating?	yes	Inches in Ship	yes
single or double Angle Iron on Upper Edge	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Angle Irons on ditto, No. 2	3 1/2 x 3 1/2 x 7/20	Inches in Ship	3 1/2 x 3 1/2 x 7/20
Average space ...	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Tie Plates, outside Hatchways	18 x 9/20	Inches in Ship	18 x 9/20
BEAMS, Hold, or Orlop	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Diagonal Tie Plates on Beams, No. of pairs	3 1/2" thick	Inches in Ship	3 1/2" thick
single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Flat of Middle Deck do. do.	3 1/2" thick	Inches in Ship	3 1/2" thick
single or double Angle Iron on Upper Edge	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	How fastened to Beams	galvanized iron bolts & nuts	Inches in Ship	galvanized iron bolts & nuts
Average space ...	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	23 x 7/20	Inches in Ship	23 x 7/20
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	12 x 10/20	Inches in Ship	12 x 10/20	Inches per Rule	12 x 10/20	Is the Stringer Plate attached to the outside plating?	yes	Inches in Ship	yes
Rider Plate	9 1/2 x 10/20	Inches in Ship	9 1/2 x 10/20	Inches per Rule	9 1/2 x 10/20	Angle Irons on ditto, No. 4	3 1/2 x 3 1/2 x 7/20	Inches in Ship	3 1/2 x 3 1/2 x 7/20
Bulb Plate to Intercoastal Keelson	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Stringer or Tie Plates, outside Hatchways	4 3/4	Inches in Ship	4 3/4
Angle Irons	4 1/2 x 3 1/4	Inches in Ship	4 1/2 x 3 1/4	Inches per Rule	4 1/2 x 3 1/4	Flat of Lower Deck	2 3/4	Inches in Ship	2 3/4
Double Angle Iron Side Keelson	4 1/2 x 3 1/4	Inches in Ship	4 1/2 x 3 1/4	Inches per Rule	4 1/2 x 3 1/4	Is the Rudder be unshipped afloat?	yes	Inches in Ship	yes
Side Intercoastal Plate	4 1/2 x 3 1/4	Inches in Ship	4 1/2 x 3 1/4	Inches per Rule	4 1/2 x 3 1/4	Bulkheads No. 4	No. per Rule 4	Inches in Ship	No. per Rule 4
do. Angle Irons	3 x 3 x 7/20	Inches in Ship	3 x 3 x 7/20	Inches per Rule	3 x 3 x 7/20	Thickness of	6/20	Inches in Ship	6/20
Attached to outside plating with angle iron	3 x 3 x 7/20	Inches in Ship	3 x 3 x 7/20	Inches per Rule	3 x 3 x 7/20	Height up	main - & rais. qu. deck	Inches in Ship	main - & rais. qu. deck
BILGE Angle Irons	4 1/2 x 3 x 7/20	Inches in Ship	4 1/2 x 3 x 7/20	Inches per Rule	4 1/2 x 3 x 7/20	How secured to sides of ship	double frames	Inches in Ship	double frames
do. Bulb Iron	7 x 7/20	Inches in Ship	7 x 7/20	Inches per Rule	7 x 7/20	Size of Vertical Angle Irons	3 1/2 x 3 x 7/20 and distance apart 30 ins.	Inches in Ship	3 1/2 x 3 x 7/20 and distance apart 30 ins.
do. Intercoastal plates riveted to plating for length	12 x 7/20	Inches in Ship	12 x 7/20	Inches per Rule	12 x 7/20	Are the outside Plates doubled two spaces of Frames in length?	yes	Inches in Ship	yes
BILGE STRINGER Angle Irons	4 1/2 x 3 x 7/20	Inches in Ship	4 1/2 x 3 x 7/20	Inches per Rule	4 1/2 x 3 x 7/20			Inches in Ship	
Intercoastal plates riveted to plating for length	4 1/2 x 3 x 7/20	Inches in Ship	4 1/2 x 3 x 7/20	Inches per Rule	4 1/2 x 3 x 7/20			Inches in Ship	
MIDDLE STRINGER Angle Irons		Inches in Ship		Inches per Rule				Inches in Ship	

the FRAMES extend in one length from deck cut in way of look to deck

the REVERSED ANGLE IRONS on floors and frames extend across middle line to main deck, rais. qu. deck and to holdstrings alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

LATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 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 1/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.

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

Edges from Bilge to Main Sheerstrake, worked clencher, double & single riveted; with rivets 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 5/8 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 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 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, Angles & bulks Dorman Long & Co, Plates Balckow

The above is a correct description.

Builder's Signature, BERGENS MEKANISKE VÆRKSTED Surveyor's Signature, E. H. H. H. H.

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

BSN1106/174

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? *no*

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 46'-6" } 15 1/2" dia wood
Fore - " - 51'-6"*

NUMBER & LETTER for SAILS.	EQUIPMENT	CABLES, &c.	Fathoms	Inches.	Test per Certificate.	Machine where Tested and Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
N ^o .		Chain					Bower					
2	Fore Sails,	105-3/4	1 1/4	28 1/2 tons	1 1/16	n ^o 10921	Anchor	20189	17.2.14	18.14.1.14	16.3.14	
	Fore Top Sails,	105-1/4	1 1/4	28 1/2 "	1 1/16	n ^o 10922		20188	17.1.14	18.10.2.14	16.3.0	
	Fore Topmast Stay Sails,	60-13/4	1 3/16	11 7/8 "	1 3/16	n ^o 10819		20187	14.3.14	16.7.3.7	14.2.0	
		Iron Stream Chain					coll. weight		49.3.14		48.0.14	
		or Steel Wire					Stream	12274	5.0.0	7.7.2.0	4.3.0	
		or Hempen Strm	75	8 1/2 "	75-8 1/2 "		Anchor	12275	2.3.0	5.5.0.0	2.2.0	
		Cable	90	6 1/2 "	90-6 1/2 "		Kedge		1.2.8 (approx invoice)		1.1.0	
		Towline, Hemp	90	4 "	90-4 "		2nd Kedge.					
		or Steel Wire										
		Hawser										
		Warp										
		quality										

Standing and Running Rigging *wire rope & hemp* sufficient in size and *good* in quality. She has *1* Long Boat and *2* lifeboats
The Windlass is *Clark Chapman & Co* Capstan *none* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Iron coaming leak top* How secured in ordinary weather? *screws*

What arrangements for deadlights in bad weather? *Tarpaulin*

Coal Bunker Openings.—How constructed? *Iron coaming* How are lids secured? *tarpaulin* Height above deck? *14"*

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

Cargo Hatchways.—How formed? *Iron coamings*

State size **Main Hatch** *18'-4" x 10'-0" 30" high* Fore hatch *9'-2" x 10'-0" 30" high* Quarter hatch *18'-4" x 10'-0" 30" high*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Strong webplates*

Hatches, If strong and efficient? *yes. Solid hatches.*

Order for Special Survey No.		1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>November 1889 - February '90</i>
Date		2nd. On the plating during the process of riveting	<i>February - April 1890</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	<i>April '90</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>May '90</i>
No. <i>375</i> in builder's yard.	DATES of Surveys held while building as per Section 18.	5th. After the ship was launched and equipped	<i>May - July '90</i>
State dates of letters respecting this case			<i>22/8 89, 22/1 '90 (no webframes are fitted)</i>

General Remarks (State quality of workmanship, &c.)

One decked vessel.

Length of raised quarter deck 51'-4"

" " bridge " " 55'-0"

" " forecastle " " 30'-0"

The bottom of the vessel is inside cemented with portland cement. The 'S. Brindablik' is built in accordance with the approved plan. In my opinion the workmanship is good and materials used are of good quality. The vessel has got a good and complete outfit and is in my opinion this day the 4th of July 1890 in a good seaworthy condition.

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 *Well painted and cemented* Outside *Well painted*

I am of opinion this Vessel should be Classed *100 A 1 Steel*

The amount of the Entry Fee£ *3* : 0 : 0 is received by me, } *39.6.6*

Special£ *34* : 1 : 0 *5/7* 1890

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

(Travelling Expenses, if any, £ *2.0.6*).

Committee's Minute

Character assigned

La 200

+ Lmb 7/90

TUES 22 JULY 1890

100 A 1 Steel

18k

well sk

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

From the further information now received

it is submitted that this vessel appears

eligible to be classed 100 A 1 (Steel)

recommended

18k

all S.B. (particulars appended)

18k