

Steel IRON SHIP

No. 26 Survey held at Vegesack Date, First Survey June 6th 1883 Last Survey May 31st 1884

On the Tanning deck Steel S. S. Sirius

TONNAGE under
Edge Deck } 1070.26
Hull, Spar, and
ning Deck }
Poop, or
Or. Dk. }
Houses
n Deck }
Forecastle
n Deck }
nage } 1084.80
Space } 58.88

ss F me Room } 217.38
egistered Tonnage }
ut on Beam } 808.54

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

Half Breadth (moulded) 15 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 15.9
Girth of Half Midship Frame (as per Rule) .. . 27.75
1st Number 58.65
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 208.88
2nd Number 12250.8
Proportions— Breadths to Length 6.9
Depths to Length— Upper Deck to Keel 9.12
Main Deck ditto 13.13

Master E. E. Forssell

Built at Vegesack

When built 1884 Launched March 12th 84

By whom built Bremer Schiffbau Gesellschaft

Owners Finska Angfartygs Aktiefelag

Residence Helsingfors

Port belonging to Helsingfors

Destined Voyage Helsingfors

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

While building & afloat

Feet. Inches. BREADTH— Moulded... 30 Feet. Inches. DEPTH top of Floors to Deck Beams 34 6 Do. do. Main Deck Beams... 34 6 Power of Engines ... 120 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, 209' 11" breadth, 30' depth, 14' 6" Moulded Depth 15' 3"

depth and thickness 8 x 2 3/8
moulding and thickness... .. . 7 x 2 3/8
N-POST for Rudder do. do. .. . 7 x 4 3/4
" for Propeller 7 x 4 3/4
Space of Frames from moulding edge to moulding edge, all fore and aft .. . 22

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

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

REVERSED FRAMES, Angle Iron .. 3 1/2 2 1/2 5 3 2 1/2 5

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. 36 5 36 5

thickness at the ends of vessel 5 5

depth at 3/4 the half-bdth. as per Rule as approved

height extended at the Bilges... .. . 4 4

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 44 44

Average space... .. . 44 44

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge 5 1/2 3 1 1/2 5 1/2 3 1 1/2

Average space... .. . 22 22

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge 4 1/2 3 1/2 6 4 3 6

Average space... .. . 10 10

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper Edge 4 1/2 3 1/2 6 4 3 6

Average space... .. . 10 10

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates

Rider Plate 44 44

Bulb Plate to Intercoastal Keelson Double bottom on the bracket system all fore and aft as per approved section.

Angle Irons Tank top 7/16 steel

Double Angle Iron Side Keelson Tank top 7/16 steel

Side Intercoastal Plate Tank top 7/16 steel

do. Angle Irons Tank top 7/16 steel

Attached to outside plating with angle iron Tank top 7/16 steel

BILGE Angle Irons Tank top 7/16 steel

do. Bulb Iron... .. . Tank top 7/16 steel

do. Intercoastal plates riveted to plating for length 4 3/4 3 1/2 6 4 1/2 3 6

BILGE STRINGER Angle Irons 6 6 6 6

SIDE STRINGER Angle Irons 6 6 6 6

The FRAMES extend in one length from tankside to Tanning deck Riveted through plates with 3/4" in. Rivets, about 6" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to tankside and to 6" above main deck 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 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 3/8" 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 E & F Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 4/6 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 3/8" 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 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 1/4 x 4 1/2 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? for 1/2 length No. of Breasthooks, 2 Crutches, 2

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

Manufacturer's name or trade mark, Gute Hoffnungs-Hütte, Oberhausen.

The above is a correct description.

Builder's Signature, Surveyor's Signature, F. Thompson

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

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. Plating from keel to collar. Where shown is 3/2" thicker than required by rule 30' a full plate.

Workmanship.

Are the butts of plating planed or otherwise fitted?

Hand

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are of 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.

and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowspit Main mast 66 feet long 14" diam. Foremast 69 feet
long 16" diam.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS.	CABLES, &c.					Bower Anchors					
	Fore Sails,	Chain	240	1 9/16	58.7	1 9/16	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	20.1.0	20.19.1 1/4	21	
	Fore Top Sails,	Iron Stream Chain	75	1 9/16	23.7	1 5/16		1	21.3.0	22.3.3.0	21	
	Fore Topmast Stay Sails,	or Steel Wire ..						1	18.2.21	19.13.0 1/4	18	
		or Hempen Strm }	90	10"		10"		1				
		Cable										
	Main Sails,	Towline, Hemp.						1	7.3.0	9.18.0 1/4	7 1/4	
		or Steel Wire ..										
		Hawser	90	8		8		1	3.2.0.	5.18.3.0	3 1/2	
	Main Top Sails,	Warp	90	5 1/2		5 1/2		1	1.3.0	4.4.1.14	1 3/4	
	and	quality	good Hemp									

Standing and Running Riggers *Wire-rope & Manila* sufficient in size and *good* in quality. She has *2* Life Long Boats and *1* *gig* *1* *dingy*

The Windlass is Emerson & Walker's pot Capstan good and Rudder good Pumps good

Engine Room Skylights.—How constructed? *Hall's steel comings* How secured in ordinary weather? *Wooden shutters*

What arrangements for deadlights in bad weather? *Canvas cover*

Coal Bunker Openings.—How constructed? *waluable iron coming* How are lids secured? *Iron bars* Height above deck? *18 inches*

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

Cargo Hatchways.—How formed? *5/16" steel comings*

State size **Main Hatch** 22' x 10' **Forehatch** 14' 6" x 8' **Quarterhatch** 18' 3" x 9'

What arrangement for shifting beams? *In Main hatch 2 deep web plates in Fore hatch 1 Bull steel 8'x6"*

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

Order for Special Survey No. <u>2</u>	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	July 6 th 11 th 19 th 27 th August 4 th 9 th 16 th 24 th Sept. 1 st 10 th
Date <u>May 16th 1883</u>		2nd. On the plating during the process of riveting	12 th 19 th 21 st Oct. 3 rd 6 th 11 th 15 th 18 th 23 rd 26 th Nov. 3 rd
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	7 th 13 th Dec. 5 th 10 th 22 nd 30 th 1883. Jan 2 nd 9 th 18 th 25 th
Date <u> </u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	Feb. 2 nd 7 th 14 th 21 st 28 th March 3 rd 13 th 15 th 28 th
No. <u>107</u> in builder's yard.		5th. After the ship was launched and equipped	April 9 th 15 th 22 nd 29 th May 7 th 13 th 20 th 26 th 28 th 31 st .

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

General Remarks (State quality of workmanship, &c.) This is a Schooner rigged Tanning deck Steel Screw Steamer built according to Lloyd's rules and sections submitted to and approved by the Committee under special Survey. She has a double bottom all fore and aft on the bracket system (particulars of which are on a separate form attached hereto. The general arrangement is as per approved sections and the tanks have been tested by a head of water up to the main deck and found tight. A Load line has been marked on the ship as per rule giving a draft of water of 14' 6 1/2" and a Freeboard up to main deck of 1' 4 1/2". In the beginning of the building of this ship it was found that part of the frames being made of Thomas & G. Christ steel, though having been tested at the steel works did not prove good. The case was investigated by Mr. B. Martin all the bad frames taken out, returned to the works and replaced by other ones on the Siemens Martin process which proved to be thoroughly good. (Please see Secretary's letter dated 7th Nov & 3^d Dec. 1883.) So that the workmanship and material being good, the rules and approved sections being strictly adhered to, the ship is in my opinion eligible to be passed as proposed.

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.)

How are the surfaces preserved from oxidation? Inside *Cement & Paint*

Outside *Saint.*

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ 4 : : is received by me,
Special ... £ 50 : 13 : May 31st 1884

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

Certificate ... - : 5 :
(to be sent as per margin) to *Surgeon Bremerhaven*
(Traveling Expenses, if any, £ *2.13s.*). *TUESDAY 10 JUNE 1894*

Committee's Minute

Character assigned

Character assigned *HM* *Keels to main deck* *to carry D* *of 8 feet 7*