

2 Sub Steel IRON SHIP. No. 28. Survey held at Vegesack Date, First Survey July 6th 1883 Last Survey July 10th 1884

On the Tonnage under Tonnage Deck 1070.12 Ditto of Third, Spar, or Awning Deck. Ditto of Poop, or Raised Qr. Dk. Ditto of Houses on Deck 6.60 Ditto of Forecastle 7.99 Gross Tonnage 1084.66 Less Crew Space 58.88 1025.78 Less Engine Room 217.38 Register Tonnage as cut on Beam 808.40

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 Jacobsen Built at Vegesack When built 1884 Launched May 1884 By whom built Bremer Schiffbau Gesellschaft formerly H. F. W. Schmidt Owners Finiska Angfartsselskabet Residence Helsingfors Port belonging to Helsingfors Destined Voyage Helsingfors If Surveyed while Building, Afloat, or in Dry Dock. Which building afloat.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	208	10	Moulded	30		top of Floors to Upper Deck Beams	14	6	120		2	3
Dimensions of Ship per Register, length,	210		breadth,	30		depth,	14	6				
Flat Keel Plates, breadth and thickness												
PLATES in Garboard Strakes, br'dth & thickness	44	8	44	8								
From Garboard to upper part of Bilges	40	13/2	40	13/2								
Of d'bling at Bilge, or increased thickness, and length applied 1/2 length	3 strakes	1	3 strakes	1								
From up. prt of Bilge to l.r. edge of Sh'rstrake	36x40	13/2	36x40	13/2								
Main Sheerstrake, breadth and thickness	36	2 3/2	36	2 3/2								
Of d'bling at Sh'stk. & lng. applied 3/4 length		5		5								
From M'n. to Up. or Spar Dk. Sh'rstrake												
Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss												
Butt Straps to outside plating, breadth & thickness	9 1/2 x 4 1/2	13/2	9 1/2 x 4 1/2	13/2								
Lengths of Plating 6 frames spacing												
Shifts of Plating, and Stringers two frames spacing												
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	27	10/2	27	10/2								
Angle Iron on ditto	3	3 x 3 1/2	3 x 3 1/2	3 x 3 1/2								
Tie Plates fore and aft, outside Hatchways	10	13/2	10	13/2								
Diagonal Tie Plates on Beams No. of Pairs												
Flat of Up. Spar, or Awning Dk. Pine	2 1/2		2 1/2									
How fastened to Beams by screw bolts	7/16 diam.		7/16 diam.									
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	29	15/2	29	15/2								
Is the Stringer Plate attached to the outside plating?	yes		yes									
Angle Irons on ditto, No.	4 1/2 x 3 x 9/16		4 1/2 x 3 x 9/16									
Tie Plates, outside Hatchways												
Diagonal Tie Plates on Beams, No. of pairs												
Flat of Middle Deck* do. do. Steel as wood only		5/16		5/16								
How fastened to Beams rivetted												
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	27	1 1/2	27	1 1/2								
Is the Stringer Plate attached to the outside plating?	yes		yes									
Angle Irons on ditto, No.	4 1/2 x 3 1/2 x 9/16		4 1/2 x 3 1/2 x 9/16									
Stringer or Tie Plates, outside Hatchways												
Flat of Lower Deck*												
Ceiling betwixt Decks, thickness and material	2 1/2	pine ladders										
in hold do. do.	2 1/2	pine	2 1/2	pine								
Main piece of Rudder, diameter at head	5		5									
do. at heel	3		3									
Can the Rudder be unshipped afloat?	yes											
Bulkheads No. 4 No. per Rule 4												
Thickness of 9/32 steel												
Height up to Main Deck & to Awning Deck												
How secured to sides of ship between double frames												
Size of Vertical Angle Irons 3 x 2 1/2 x 5/16 and distance apart 2' 6" ins.												
Are the outside Plates doubled two spaces of Frames in length?	yes											

FRAMES extend in one length from Tankside to Awning Deck Riveted through plates with 3/4 in. Rivets, about 6" apart. REVERSED ANGLE IRONS on floors and frames extend from middle line to tank side and to 6" above main alternately ELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

TING. 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 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 L. F. 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 3/4 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 1/2 x 4 1/2 Breadth of laps of plating in single riveting — Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? for 1/2 length No. of Breasthooks, 2 Crutches, 2 at 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, he above is a correct description. der's Signature, Surveyor's Signature, F. Thomson Surveyor to Lloyd's Register of British and Foreign Shipping.

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 *of white 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.

State also Length and Diameter of Lower Masts and Bowsprit *Main mast 66 feet long by 14" diam.*
Fore mast 68 feet long by 16" diam.

NUMBER for EQUIPMENT 15175.00.						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	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)								Bower Anchors						
	Fore Sails,	Iron Stream Chain		240	1 9/16	40 5/8	1 9/16					1	21.1.0	21.16.1.0	21.0.0		
	Fore Top Sails,	or Steel Wire		75	1 9/16	23.7	1 9/16					1	20.3.14	21.10.1.7	21.0.0		
	Fore Topmast Stay Sails,	or Hempen Strm } Cable		90	10		10					1	18.1.14	12.6.2.7	18.0.0		
	Main Sails,	Towline, Hemp. or Steel Wire										1	7.3.0	9.15.3.21	7.5.0		
	Main Top Sails,	Hawser		90	8		8				Stream Anchor	1	3.2.0	6.0.3.21	3.10.0		
		Warp		90	5 1/2		5 1/2				Kedge	1	1.3.0	4.10.0.0	1.15.0		
		quality	kemp good								2nd Kedge	1					
and																	
She has 2 life..... Long Boats and 1 rig 1 dingy																	

Standing and Running Rigging *main rope & manilla* sufficient in size and *good* in quality. She has 2 *life* Long Boats and 1 *zig* dingy

The Windlass is *Emerson & Walker patent* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Steel comings* How secured in ordinary weather? *wooden shutters*

What arrangements for deadlights in bad weather? *canvas cover* Height above deck? *18"*

Coal Bunker Openings. How constructed? *1/2" steel comings* How are lids secured? *iron bars*

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

Cargo Hatchways. How formed? *Steel comings* Quarterhatch *18'3" x 9'*

State size Main Hatch *22'0" x 10'* Forehatch *14'6" x 8'*

If of extraordinary size, state how framed and secured? *Butt straps rivetted to deck by angle steel*

What arrangement for shifting beams? *In main hatch two deep web plates. In fore hatch shifting beam of 8" x*

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

Order for Special Survey No. *2*

Date *May 16th 1883*

Order for Ordinary Survey No. *—*

Date *—*

No. *108* in builder's yard.

General Remarks (State quality of workmanship, &c.) *This is a schooner rigged towing deck Steel Stern*

Steamer built under Special Survey, in accordance with Lloyd's rules and the

approved Sections which have been sent with my report N^o 26 on S. S. Sirius.

being a sister ship of the same dimensions and general arrangement than the

one. The tanks have been tested to the height of the main deck and found tight.

The load line has been marked according to rules giving a draught, as sanctioned

by the Committee, of 14'6 1/2" in salt water and 14'10" in fresh water and a

freeboard of 1'4 1/2" and 1'1" respectively. As this ship has been built

under same conditions as the S. S. Sirius Report N^o 26 and as the workman

ship and material is good throughout, she is eligible in my opinion to

be classed as proposed.