

IRON SHIP.

191

No 191 Survey held at Halmö Date, First Survey 30 Nov 1881 Last Survey 24 Dec 1882
On the Screw Steamer "Hong Ping" Yard Number XXXI Master M. A. Mortensen

TONNAGE under Deck	} 1085.74
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	} 56.56
Ditto of Houses on Deck	
Ditto of Forecastle	
Gross Tonnage	1142.30
Less Crew Space	72.68
	1069.62
Less Engine Room	202.69
Register Tonnage as cut on Beam	866.93

ONE, OR TWO DECKED, THREE DECKED VESSEL.	
SPAR, OR AWNING-DECKED VESSEL.	
HALF BREADTH (moulded)	main 15.00
DEPTH from upper part of Keel to top of Upper Deck Beams	16.42
GIRTH of Half Midship Frame (as per Rule)	27.10
1st NUMBER	58.52
1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet	
LENGTH	223.00
2nd NUMBER	13.050
PROPORTIONS—Breadths to Length	7.43
Depths to Length—Upper Deck to Keel	
Main Deck ditto	13.58

Built at Halmö Sweden
When built 1882 Launched April 15th 82
By whom built Trochums Verkstads Aktie
Owners Det Løndeuffeliske Norske Damp
Port belonging to Christiania Norway
Destined Voyage Hamburg
If Surveyed while Building, Afloat, or in Dry Dock. Under name of building

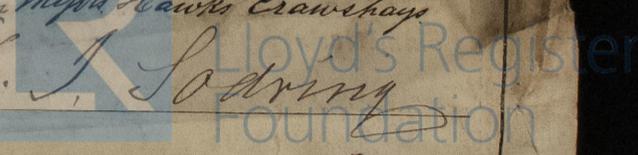
LENGTH on deck as per Rule	223' 0"	BREADTH—Moulded	30' 0"	DEPTH top of Floors to Upper Deck Beams	22' 6"	Do. do. Main Deck Beams	15' 0"	Power of Engines	150	Horse.	Nº. of Decks with flat laid	2	Nº. of Tiers of Beams	3
Dimensions of Ship per Register, length, <u>70.70</u> breadth, <u>8.50</u> depth, <u>6.72</u>														

	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8		
STEM, moulding and thickness	8 x 2 3/8	8 x 2 3/8		
STERN-POST for Rudder do. do.	8 x 4 1/4	8 x 4 1/4		
for Propeller	8 x 4 1/4	8 x 4 1/4		
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22		
FRAMES, Angle Iron, for 2/3 length amidships	3 1/2	3	6	7
Do. for 1/3 at each end	3 1/2	3	6	7
REVERSED FRAMES, Angle Iron	3	2 1/2	6	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17	17		
thickness at the ends of vessel				
depth at 3/4 the half-bdth. as per Rule	8 1/2	8 1/2		
height extended at the Bilges	34	34		
BEAMS, Upper, Spar, or Awning Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	bulb	6	6	6
single or double Angle Iron on Upper edge	2 1/2	2 1/2	5	5
Average space	44	44		
BEAMS, Main or Middle Deck Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	bulb	7 1/2	7	7
single or double Angle Iron, on Upper Edge	3	3	6	6
Average space	44	44		
BEAMS, Lower Deck, Hold or Orlop Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	bulb	7	6	6
single or double Angle Iron on Upper Edge	2 1/2	2 1/2	5	5
Average space	44	44		
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	13	11	13	11
" Rider Plate	10	10	10	10
" Bulb Plate to Intercostal Keelson				
" Angle Irons	4 1/2	3 1/2	7	7
" Double Angle Iron Side Keelson	4 1/2	3 1/2	7	7
" Side Intercostal Plate				
" do. Angle Irons	2 1/2	2 1/2	6	6
" Attached to outside plating with angle iron	3	3	7	7
EDGE ANGLE IRONS	4 1/2	3 1/2	7	7
" do. Bulb Iron	7 1/2	7 1/2		
" do. Intercostal plates riveted to plating for length				
EDGE STRINGER Angle Irons	4 1/2	3 1/2	7	7
" Intercostal plates riveted to plating for length				
EDGE STRINGER Angle Irons				

	Inches in Ship	16ths in Ship	Inches required	16ths required
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	32	10-9	32	10-9
fm up. part of Bilge to lr. edge of Sh'rstrake				
Main Sheerstrake, breadth and thickness	38	10-8	36	10-8
for 3/5 of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	26	6	26	6
Up. or Spar Dk Sh'rstrake, brdth & thickness	45	8-7		8-7
Butt Straps to outside plating, breadth & thickness	as per rule	as per rule		
Lengths of Plating	11 feet	11 feet		
Shifts of Plating, and Stringers	44	44		
Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	42-24	8-6	42-24	8-6
Angle Iron on ditto	3 1/2	3 1/2	3 1/2	3 1/2
Tie Plates fore and aft, outside Hatchways	10	7-6	10	7-6
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling				
Waterways				
Flat of Upper Deck do. do.	6	3 1/2	6	3 1/2
How fastened to Beams	galv.	bolts	galv.	bolts
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	48-24	10-8	48-24	10-8
Is the Stringer Plate attached to the outside plating?	yes	yes		
Angle Irons on ditto, No.	3 1/2	3 1/2	3 1/2	3 1/2
Tie Plates, outside Hatchways	10	9-8	10	9-8
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.	6	3 1/2	6	3 1/2
How fastened to Beams	galv.	bolts	galv.	bolts
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	28-22	8-7	28-22	8-7
Is the Stringer Plate attached to the outside plating?	yes	yes		
Angle Irons on ditto, No.	3 1/2	3 1/2	3 1/2	3 1/2
Stringer or Tie Plates, outside Hatchways	4 1/2	3 1/2	4 1/2	3 1/2
Flat of Lower Deck	2 1/2	partly laid	2 1/2	partly laid
Ceiling betwixt Decks, thickness and material				
in hold	2 1/2	2 1/2		
do.				
Main piece of Rudder, diameter at head	5 1/2	5 1/2		
do. at heel	3	3		
Can the Rudder be unshipped afloat?	yes	yes		
Bulkheads No.	5	5		
Thickness of				
Height up				
How secured to sides of ship	double angles	double angles		
Size of Vertical Angle Irons	3" x 2 1/2" x 1/2"	30 ins.		
Are the outside Plates doubled two spaces of Frames in length?	yes	yes		

Dimensions, material. Knight-heads. Hawse Timbers.
Classification Harfield's Pall Bitt

FRAMES extend in one length from keel to Spardeck Riveted through plates with 3/4 in. Rivets, about 6 apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to Maindeck and to Spardeck 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 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 x 7/8 in. diameter, averaging 3 1/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 7/8 in. diameter averaging 3 1/4 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 1/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 4 1/2 Breadth of laps of plating in single riveting
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble
How secured to Beams gutter (Explain by Sketch, if necessary.)
How secured to the sides? welded knees No. of Breasthooks, 3 Crutches, 2
Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? English iron
Manufacturer's name or trade mark, Plates from Corsett Ironwork, Plates & Angles from Whips & Hawks Crawshaw
The above is a correct description.
Surveyor's Signature, J. J. Solving



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? solid
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? as a rule very well
 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? some very few

Masts, Bowsprit, Yards, &c., are of Pitchpine 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 Mainmast from heel to hounds 60'-0" Foremast 64'-0"
Schooner rigged with polemasts of pitchpine and two yards on foremast

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lgh. & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
16410	Fore Sails, 240	Chain 75 1/2	240	7 1/2	Netherland	240	40 5/10	Bowers ...	3	20 3.6		21 Cwt	21 12/20
	Fore Top Sails, 75	Strm Cbl 75	75	15	Keppel	75	5 6/10	royal Dock yard Coppenh.		20 0.5			
	Fore Topmast Stay Sails, 90	Hawser ... 90	90	10	Keppel	90		Stream ...	1	19 2 24			
	Main Sails, 90	Towlines ... 90	90	8	Keppel	90		Kedges ...	2	9.1.0			
	Main Top Sails, 90	Warp ... 90	90	5 1/2	Keppel	90				23.2.2			
	and quality									1 3.0			

Standing and Running Rigging sufficient in size and in quality. She has 2 life Long Boats and 2 smaller boats
 The Windlass is of Harfield's patent and Rudder with fittings Pumps 6 in No
 Engine Room Skylights. How constructed? Iron casing 7 ft high How secured in ordinary weather? with wooden skylight above
 What arrangements for deadlights in bad weather?
 Coal Bunker Openings. How constructed? Castiron How are lids secured? India Rubber packing & bolts Height above deck? flush
 Cuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 6 scuppers on each side

Cargo Hatchways. How formed? Iron Coamings standing 20" above deck
 State size Main Hatch 22'-0" x 12'-0" Forehatch 11'-0" x 8'-0" Quarterhatch 12'-10" x 9'-0"
 of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? one shifting beam in main hatch as per rule
 Hatches, If strong and efficient? as per rule

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		30 th March 1881	12 th Jan'y 1882	15 th April	10 th May	25 th August

General Remarks, (State quality of workmanship &c.)
 The vessel is a Spandecked Steamer fitted with a Midship water ballast tank to lower deck containing about 230 tons of water, and a ballast tank in the afterpeak to the same height holding about 13 tons.
 Accommodation for 30 first class and 12 second class passengers -
All the works both as regards the Hull and its equipment (except the boilers and machinery) have been substantially and carefully executed with good materials and workmanship, and I can for my part as surveyor recommend the hull's building, and equipment, recommend Hull and equipment, for a character in the Register, as may correspond with Section 39 (last piece) and also with Vessels built in accordance with "Constantine" and "Hong Kong" for 100 A with an machin Certificate. Hong Kong is intended for passengers.
 State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside 3 coats of red lead & Cement in Outside 3 coats of oil paint

I am of opinion this Vessel should be Classed 100 A

The amount of the Entry Fee ... £ 5. : 0 : 0 is received by me,
 Special ... £ 18 : 0 : 0 187
 Certificate ... 0 : 5 : 0
 (Travelling Expenses) £ 23. 10. 0
 (if any) £ 13. 10. 0

Committee's Minute 29th Sept 1882

Character assigned 100 A

H. J. Liddington
 It is submitted that from the further information furnished, this vessel appears to be worthy to be assigned the 100 A - class and a Certificate to that effect might be issued in accordance with the 8th par. of Section 39, pag. 85.

CPN 1110/144



Attache to The
Report on
a Long



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Foundation