

IRON SHIP.

No 191 Survey held at Halmö Date, First Survey 30 Nov 1881 Last Survey 24 Aug 1882
 On the Screw Steamer "Hong Kong" 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. }
 Ditto of Houses on Deck } 56.56
 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 51.52
 LENGTH 223.00
 2nd NUMBER 13.050
 PROPORTIONS—Breadths to Length 7.43
 Depths to Length—Upper Deck to Keel 13.58
 Main Deck ditto 13.58

Built at Halmö Sweden
 When built 1882 Launched April 15th 82
 By whom built Hochums Mch. Verkstad Akt
 Owners Det Löningsförlägte Norske damp
 Port belonging to Christiania Norway
 Destined Voyage Hamburg
 If Surveyed while Building, Afloat, or in Dry Dock. Under line of building

LENGTH on deck as per Rule 223 Feet. 0 Inches. BREADTH—Moulded... 30 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 22 Feet. 6 Inches. Do. do. Main Deck Beams 15 Feet. 0 Inches. Power of Engines 150 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

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

nsoms, material. Knight-heads. Hawse Timbers.
 adlass Harfield 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
 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 1/8 in. diameter, averaging 5 1/8 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 x 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 x 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
 rway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
 is of the various Decks, 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
 factorer's name or trade mark, Plates from Corsett Ironwork, Middlesbrough & Angles from Messrs Hawks Crawshaw
 The above is a correct description.
 er's Signature, AS Surveyor's Signature, J. J. L. Loring

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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
7	Fore Sails,	Chain 25' 1/2"	240	18	Networlan 240	40 8/10	Bowers ...	3	20.3.6		21 Cwt	21.12/20
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)			13/16	5 8/10	(State Machine where Tested, Date, and name of Superintendent.)		20 0.5			
	Fore Topmast Stay Sails,	1/2" Strm Cbl	75	15	Kindley 75+15		royal Dock		19 2 20			
	Main Sails,	Hawser ...	90	10	15 1/2		and Copenhagen					
	Main Top Sails,	Towlines ...	90	8	8		Stream ...	1	9.1.0		7 1/4	9 2/10
	and	Warp ...	90	5 1/2	5 1/2		Kedges ...	2	13.2.2			
		quality	90						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 Capstan and Rudder with fittings Pumps 6 in 1/2"

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? Cast iron 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 casings 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"

If 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.	1st. On the several parts of the frame, when in place, and before the plating was wrought	30 th March 1881	6 extra Voyages
Date	2nd. On the plating during the process of riveting	12 th Jan'y 1882	and surveys
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid....	15 th April	have been called
Date 13 July 1881	4th. When the ship was complete, and before the plating was finally coated or cemented..	10 th May	for, and made
No. XXXI	5th. After the ship was launched and equipped	25 th August	

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

The vessel is a Spandecked Steamer fitted with a Misship 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

the hull's building, and equipment, recommend Hull and
equipment, for a character in The Register, as may cor-

respond with Section 39 (last piece) and also with Vessels built
in accordance with "Constantine" and "Hong Kong" for 100 A
machinery 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 ... £ 8 : 0 : 0 187

Certificate ... 0 : 5 : 0

(Travelling Expenses) £ 23. 10. 0

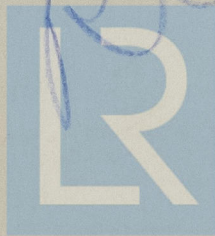
(if any) £ 13. 10. 0

Committee's Minute 29th Sept 1882

Character assigned 100 A

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
in accordance with the 2nd of 8th par.
39. pag. 85

Attache to The
Report on
a Long



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Foundation