

1873

1823

(Two masts, schooner rigged)

Built at Glasgow

When built 1883 Launched 4 August

By whom built *A. & J. Inglis*

Owners Hamburg American  
Residence Reichsplatz, Berlin - Gesellschaft

Port belonging to Hamburg

Destined Voyage *Hamburg*

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

While building and afloat

Tonnage under Tonnage Deck }	258.86
Ditto of Third, Spar, } on Afterside Deck. }	46.77
Ditto of Poop, on } Raised Gun Deck }	74.63
Ditto of Houses } on Deck }	135.14
Ditto of Forecastle } on Deck }	19.24
Gross Tonnage	3738.59
Less Crew Space	125.24
	3613.35
Less Engine Room	1196.35
Register Tonnage } as out on Beam }	2417.00

<b>ONE, OR TWO DECKER, THREE DECKER VESSEL,</b>		
<b>SPAR, OR AWNING-DECKED VESSEL.</b>		
<b>Half Breadth</b> (moulded) .. ..	<i>main</i> .. ..	Feet. 20.25
<b>Depth</b> from upper part of Keel to top of <del>Upper</del> Deck Beams		26.58
<b>Girth</b> of Half Midship Frame (as per Rule) .. ..		42.68
<b>1st Number</b> .. .. .		89.57
<b>1st Number, if a 3-Decker Vessel</b> ..	deduct 7 feet	—
<b>Length</b> .. .. .		360
<b>2nd Number</b> .. .. .		32223
<b>Proportions— Breadths to Length</b> .. .. .		8.88
<b>Depths to Length—Upper Deck to Keel</b> .. .. .		—
<b>Main Deck ditto</b> .. .. .		13.67

<b>LENGTH</b> on deck as per Rule ...	Feet. 360	Inches. -	<b>BREADTH—</b> Moulded... ..	Feet. 40	Inches. 6	<b>DEPTH</b> top of Floors to Spar Deck Beams ..... Do. do. Main Deck Beams.....	Feet. 30 22	Inches. 6 9	Power of Engines ... ..	Horse. 310	N <sup>o</sup> . of Decks with flat laid N <sup>o</sup> . of Tiers of Beams	3 3
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Dimensions of Ship per Register, length, 361.3 breadth, 40.7 depth,  $\frac{22.3}{30.05}$

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness <i>Side Bars</i> ...	11 x 1 1/8	11 x 1 1/8	11 x 1 1/8	11 x 1 1/8	11 x 1 1/8	11 x 1 1/8
STEM, moulding and thickness ...	11 x 3	11 x 3	11 x 3	11 x 3	11 x 3	11 x 3
STERN-POST for Rudder do. do. ...	11 x 7	11 x 7	11 x 7	11 x 7	11 x 7	11 x 7
" " for Propeller ...	11 x 7	11 x 7	11 x 7	11 x 7	11 x 7	11 x 7
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	24	24	24	24	24	24
FRAMES, Angle Iron, for 3/4 length amidships ...	5 1/2	3 1/2	0	5 1/2	3 1/2	0
Do. for 1/2 at each end ...	5 1/2	3 1/2	7	5 1/2	3 1/2	7
REVERSED FRAMES, Angle Iron ...	3 1/2	3 1/2	0	3 1/2	3 1/2	0
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	Solid floors, 7/16" thick, at alternate frames, and at every frame under engines. Bracket plates at intermediate frames as approved.					
" thickness at the ends of vessel ...	6	3	9	6	3	9
" depth at 3/4 the half-bdth. as per Rule ...	24	24	24	24	24	24
" height extended at the Bilges ...	0	0	0	0	0	0
BEAMS, Upper, Spar, or Awning Deck Single or 1/2" Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge ...	6	3	9	6	3	9
Average space ...	24	24	24	24	24	24
BEAMS, Main, or Middle Deck Single or 1/2" Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ...	6	3	9	6	3	9
Average space ...	24	24	24	24	24	24
BEAMS, Lower Deck Single or 1/2" Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ...	6	3	9	6	3	9
Average space ...	24	24	24	24	24	24
BEAMS, Main, or Outer Bridge Deck Single or 1/2" Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge ...	6	3	9	6	3	9
Average space ...	24	24	24	24	24	24
KEELSONS Centre line, single or double plate, bar, or Intercoastal, Plates ...	57	11	57	11	57	11
" Rider Plate ...	36	10	36	10	36	10
" Bulb Plate to Intercoastal Keelson and floors ...	3 1/2	3 1/2	7	3 1/2	3 1/2	7
" Angle Irons fore and aft at centre line ...	5	4	9	5	4	9
" Double Angle Iron Side Keelson ...	7	7	7	7	7	7
" Side Intercoastal Plates (4 x 5 1/2) ...	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
" do. Angle Irons (vertical) ...	3	3	7	3	3	7
" Attached to outside plating with angle iron ...	3 1/2	3 1/2	0	3 1/2	3 1/2	0
BILGE Angle Irons to Margin plate ...	3 1/2	3 1/2	0	3 1/2	3 1/2	0
" do. Bulb Iron ...	3 1/2	3 1/2	0	3 1/2	3 1/2	0
" do. Intercoastal plates riveted to plating for length ...	3 1/2	3 1/2	0	3 1/2	3 1/2	0
BILGE STRINGER Angle Irons ...	6 1/2	4 1/2	9	6 1/2	4 1/2	9
Intercoastal plates riveted to plating for 3/4 length ...	9	9	9	9	9	9
IDE STRINGER Angle Irons ...	3	3	3	3	3	3

The **FRAMES** extend in one length from keel to margin plates, then to gunwale Riveted through plates with  $\frac{7}{8}$  in. Rivets, about 7 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to spar deck and to main deck alternately

In the engine and boiler space all reverse frames extend to spar deck and are doubled from bilge stringer to bilge stringer.

**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  $1\frac{1}{2}$  in. diameter, averaging  $5\frac{1}{2}$  ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{3}{7}$  ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, <sup>treble</sup> double riveted <sup>for 2 lengths</sup>; with rivets  $\frac{7}{8}$  in. diameter averaging  $3\frac{1}{2}$  ins. from centre to centre.

" **Butts of all Strakes** at Bilge for  $\frac{3}{4}$  length, treble riveted with Butt Straps  $\frac{1}{16}$  in. thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{3}{7}$  ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake**, worked carvel, <sup>treble</sup> double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging  $3\frac{1}{2}$  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  $\frac{3}{4}$  length amidships. <sup>increased</sup> Butts of Upper or Spar Sheerstrake, treble riveted  $\frac{3}{4}$  length amidships.

" **Butts of Main Stringer Plate**, treble riveted for  $\frac{3}{4}$  length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for  $\frac{3}{4}$  length.

" Breadth of laps of plating in double riveting  $5\frac{1}{2}$  Breadth of laps of plating in single riveting  $\frac{5}{8}$

Butt Straps of Keelsons, Stringer and Tie Plates, treble, <sup>and</sup> double or single Riveted? \_\_\_\_\_ No. of Breasthooks, 5 \_\_\_\_\_ Crutches, deep floors \_\_\_\_\_

Manufacturer's name or trade mark, *Frames, reverse frames and stringer bars, Mosses, floors, Russell & S. York*

The above is a correct description. *shell playing, Consett & Blackton, deck playing & glimmers, Blackton*  
 Builder's Signature, *[Signature]* Surveyor's Signature, *G. Stanbury*

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

ROBT. EDMD. TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C. 1, London.

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Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 6295 gls.  
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 *new* 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 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 *This vessel has two masts, the foremast being square rigged. The masts are of iron (Blackton) tested in accordance with the tables; the foremast (lower) is of steel (Bolville & Sons) tested at the manufacturers. The scantlings and arrangements are carried out as shown on the accompanying sketch of the masts and bowsprit.*

NUMBER for EQUIPMENT		SAILS.		CABLES, &c.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
				Chain .....		150-1 1/2	2 3/8	113 3/4 + 81 1/4	300 of 2 3/8	No. 9659	1		42.2.2	37.11.3.14	41 1/2	No. 14536
				Fore Sails, (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		149-4 1/2	2 3/8	113 3/4 + 81 1/4		No. 9646	2		42.0.12	37.4.1.14	41 1/2	No. 14574
				Fore Top Sails, Iron Steam Chain		300		Tested at Newharrow Feb. 83. apt. 94. Lewis.			3		41.2.2	36.17.3.7	41 1/2	No. 14470
				or Steel Wire ..		90	1 3/8	38 + 25 3/8	90 of 1 3/8	No. 383	4		35.3.6	33.0.2.14	35 1/4	No. 14484
				or Hemp Strm Cable .....				Tested at Glasgow Feb. 83. apt. 11. Fraser			5		12.3.2	14.15.0.0	12 3/4	No. 14429
				Stay Sails, Towline, Hemp.		120 of 1 1/2	Black wire		120 of 1 1/2	Steel Wire.	6		6.2.7	8.17.2.0	6 1/2	No. 14550
				Main Sails, or Steel Wire ..		75 of 3	do		75 of 3	do.	7		3.1.6	5.16.2.7	3 1/4	No. 14522
				Hawser .....		75 of 3	do		100 of 10" hemp		8					
				Main Top Sails, Warp .....		100 of 10" hemp			100 of 8" do.		9					
				quality		100 of 8" 90 of 7" 75 of 6" do.					10					
				Standing and Running Rigging		galed iron wire sufficient in size and good in quality. She has 10 Long Boats and										

Engine Room Skylights.—How constructed? *Seak hood on iron casing* How secured in ordinary weather? *glass and brass rods*  
What arrangements for deadlights in bad weather? *Tarpaulins.*

Coal Bunker Openings.—How constructed? *Square ports in sides* How are lids secured? *by screw bolts* Height above deck? *—*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four scuppers, and open bulwark on each side, before and abaft the bridge house.*

Cargo Hatchways.—How formed? *Iron wearing plates and angle irons.*  
State size Main Hatch *19' 10" x 11'* Forehatch *19' 10" x 11'* Quarterhatches *18' x 11' and 14' x 11'*

If of extraordinary size, state how framed and secured? *Not of extra size.*

What arrangement for shifting beams? *A web plate beam in each hatchway.*

Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. <i>144</i>	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	<i>1882, July 26, Aug. 1, 4, Sept. 4, 15, 20, Oct. 2, 4, 9, 25, 30;</i>
Date <i>8th April 1882</i>		2nd. On the plating during the process of riveting	<i>Nov. 1, 5, 15, 18, 20, 27, Dec. 5, 7, 10, 21, 28; 1883 Jan 10,</i>
Order for Ordinary Survey No. <i>176</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>15, 23, 25, Feb. 2, 9, 16, 21, 26; Mar. 5, 12, 15, 27, 30, April, 3</i>
Date <i>17th April 1882</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>13, 17, 20, 27; May 3, 14, 22, 31; June 11, 19, 28; July 9, 26, 30; Aug.</i>
No. <i>176</i> in builder's yard.		5th. After the ship was launched and equipped	<i>10, 15, 27, Sept. 6, 18, 27; Oct. 2, 5, 10, 22, 24, 26.</i>

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

*This vessel has been built in general accordance with the rules and with the accompanying drawings to No. Also please see the Secretary's letters dated 6th April, 13th April, 12th August, 10th Novr, 1882, and of 22nd March 1883, in reference to this vessel. The workmanship and material are good throughout.*

*The double bottom is constructed on the longitudinal cellular system, and the ballast tanks have been tested by water pressure equal to the height of the load. For particulars of the ballast tanks see the accompanying form.*

State of one, two, or three decks, or of spar, or of covering 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 and paint* Outside *paint.*

I am of opinion this Vessel should be Classed *100A.1. Two decks and spar deck. Three iron decks. Three tiers of beams*

The amount of the Entry Fee ... £ *5: 8: 8* is received by me, *G. Stanbury.*  
Special ... £ *113: 8: 8* 26/10/1883  
Certificate ... £ *0: 0: 0*  
(to be sent as per margin.)  
(Travelling Expenses, if any, £ *—*).

Committee's Minute *TUESDAY 30 OCT 1883 18*

Character assigned *TRW 100A 1*  
*LATER 2 Dkt. Jan. Dk. all done*

*Lloyd's Register*