

IRON SHIP.

(Received at London Office, Rec'd 12th July 1883)

No. 86

Survey held at

Oscarshamn

Date, First Survey

5th May 1883

Last Survey

25 Feb 1884

the S/S Victoria

Net Tonnage under Tonnage Deck 399.86

to of Third, Spar, or Awning Deck.

to of Poop, or Raised Qr. Dk.

to of Houses on Deck

to of Forecastle

Net Tonnage 760.65

Crew Space

Engine Room 175.49

Water Tonnage 587.16

on Beam

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 15.30

Girth of Half Midship Frame (as per Rule) 26.92

1st Number 57.22

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 154.00

2nd Number 10528.48

Proportions— Breadths to Length 2.6.1

Depths to Length—Upper Deck to Keel 2.12

Main Deck ditto 2.12

Master Julius Svendsen

Built at Oscarshamn

When built 1883-84 Launched 30/10/1883

By whom built Gustaf Tillberg

Owners Anton Larsen Naust

Residence Kragers

Port belonging to Kragers

Destined Voyage Sketten

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

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	184		Moulded	30		top of Floors to Upper Deck Beams	13	11	14-7 1/2	100	1	1
Dimensions of Ship per Register, length,			breadth,			depth,						

KEEL, depth and thickness	Inches in Ship.	Inches per Rule.	PLATES in Garboard Strakes, br'dth & thickness	Inches in Ship.	Inches per Rule.
KEEL, moulding and thickness	7 1/2 x 2 1/4	7 1/2 x 2 1/4	From Garboard to upper part of Bilges	22	9/16
KEEL-POST for Rudder do. do.	7 1/2 x 2 1/4	7 1/2 x 2 1/4	Of d'bling at Bilge, or increased thickness, and length applied	25	9/16
" for Propeller	7 1/2 x 4 1/2	7 1/2 x 4 1/2	From up. prt of Bilge to l.r. edge of Sh'rstrake	25	9/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	Main Sheerstrake, breadth and thickness	25	9/16

FRAMES, Angle Iron, for 3/4 length amidships	Inches in Ship.	Inches per Rule.	Of d'bling at Sh'stk. & lng. applied	Inches in Ship.	Inches per Rule.
Do. for 1/2 at each end	3 1/2	3 1/2	From M'n. to Up. or Spar Dk. Sh'rstrake	40	9/16
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss.	40	9/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16 1/2	16 1/2	Butt Straps to outside plating, breadth & thickness	14 1/2 x 9 1/4	14 1/2 x 9 1/4
thickness at the ends of vessel	8 1/4	8 1/4	Lengths of Plating	11'	11'
depth at 3/4 the half-b'dth. as per Rule	33	33	Shifts of Plating, and Stringers	44"	44"
height extended at the Bilges	33	33	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		

BEAMS, Upper, Spar, or Awning Deck						Diagonal Tie Plates on Beams No. of Pairs													
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron						Flat of Up., Spar, or Awning Dk. *													
Angle or double Angle Iron on Upper edge ...						How fastened to Beams ...													
Average space... ..																			
BEAMS, Main, or Middle Deck						7 1/2	-	8 1/6	7 1/2	-	8 1/6	Stringer Plate on ends of Main or Middle Deck }				40	9 1/6	40	9 1/6
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron												Beams, breadth and thickness }							
Angle, or double Angle Iron, on Upper Edge ...						3	3	4 1/6	3	3	4 1/6	Is the Stringer Plate attached to the outside plating?				Yes			
						44			44			Angle Irons on ditto, No. 2				4 1/2 x 3 x 7 1/6	4 1/2 x 3 x 7 1/6		
																3 x 3 x 5 1/6	3 x 3 x 5 1/6		

Average space...	12	12	Tie Plates, outside Hatchways ...	9	8 1/16	9	3 1/16	
BEAMS, Lower Deck —	}		Diagonal Tie Plates on Beams, No. of pairs	9	8 1/16	9	3 1/16	
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Middle Deck* do. do.		2 1/2		3 1/2	
Angle or double Angle Iron on Upper Edge ...								
Average space...	12	12	How fastened to Beams	Galv Iron bolts and nuts				
BEAMS, Hold, or Orlop —	}		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...	12	7 1/16	12	7 1/16	
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?	No				
Angle or double Angle Iron on Upper Edge ...								

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	Inches in Ship.	Inches per Rule.	Stringer or Tie Plates, outside Hatchways	Inches in Ship.	Inches per Rule.
" Rider Plate	9 1/2	9 1/2	Flat of Lower Deck	4 1/2 x 3 x 7/16	4 1/2 x 3 x 7/16
" Bulb Plate to Intercoastal Keelson	4 1/2	4 1/2	Ceiling betwixt Decks, thickness and material	Butter & Spar	Butter & Spar
" Angle Irons	4 1/2	4 1/2	" in hold do. do.	2 1/2	2 1/2
" Double Angle Iron Side Keelson	4 1/2	4 1/2	Main piece of Rudder, diameter at head	4 3/4	4 3/4
" Side Intercoastal Plate	4 1/2	4 1/2	do. at heel	2 3/4	2 3/4
" do. Angle Irons	4 1/2	4 1/2	Can the Rudder be unshipped afloat?	Yes	Yes
" Attached to outside plating with angle iron	4 1/2	4 1/2	Bulkheads No. 4 No. per Rule 4	4 1/2	4 1/2

LGE Angle Irons	Inches in Ship.	Inches per Rule.	" Thickness of	Inches in Ship.	Inches per Rule.
" do. Bulb Iron	7	7	" Height up to main deck	4 1/2	4 1/2
" do. Intercoastal plates riveted to plating for length	4 1/2	4 1/2	" How secured to sides of ship	Riveted to double frames	Riveted to double frames
LGE STRINGER Angle Irons	4 1/2	4 1/2	" Size of Vertical Angle Irons	3 x 2 1/2 x 7/16	30" ins.
" Intercoastal plates riveted to plating for length	4 1/2	4 1/2	" Are the outside Plates doubled two spaces of Frames in length?	Yes	Yes

DE STRINGER Angle Irons	Inches in Ship.	Inches per Rule.	FRAMES extend in one length from	Keel	to Main deck
" do. Bulb Iron	7	7	REVERSED ANGLE IRONS on floors and frames extend	from middle line to	Yield stringer angle iron up to main deck
" do. Intercoastal plates riveted to plating for length	4 1/2	4 1/2	KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes	And butts properly shifted? Yes
DE STRINGER Angle Irons	4 1/2	4 1/2	PLATING. Garboard, double riveted to Keel, with rivets	1/2 in. diameter, averaging	3" ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	Inches in Ship.	Inches per Rule.	Edges of Main Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.	Butts of Upper or Spar Sheerstrake, treble riveted
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	12/16	12/16	Butts of Main Sheerstrake, treble riveted for	1/2 length amidships.	Butts of Upper or Spar Sheerstrake, treble riveted for
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps	4/6	4/6	Butts of Main Stringer Plate, treble riveted for	1/2 length amidships.	Butts of Upper or Spar Stringer Plate, treble riveted for
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	12/16	12/16	Breadth of laps of plating in double riveting	4 1/2	Breadth of laps of plating in single riveting
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	12/16	12/16	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	No. of Breasthooks, 2	Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	South Hackton Iron Co.	Surveyor's Signature, C. J. Hall	Surveyor to Lloyd's Register of British and Foreign Shipping.
Manufacturer's name or trade mark,	South Hackton Iron Co.		
The above is a correct description.			
Builder's Signature,			

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? *No*

Masts, Bowsprit, Yards, &c., are *Sound 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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit
Foremast 56 feet in length 18 inches Dwt
Mainmast 50 feet 14 1/2

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
CABLES, &c.												
N ^o .	Chain	210	1 1/4	42 1/2 x 28 1/8	210 x 1 1/4	20th 83	Bower Anchors	1	14.1.7	15.19.0.7	13 1/2	1/4 1883
(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)												
/	Fore Sails,	60	1 3/16	18 3/10 x 7 9/10	60 x 1 3/16	18th 83		1	13.3.7	15.10.1.7	13 1/2	1/4 1883
/	Fore Top Sails,							1	12.2.14	14.8.1.21	11 1/2	1/4 1883
/	Fore Topmast Stay Sails,							1	5.0.0	7.7.2.0	4 3/4	3/4 1883
/	Main Sails,	75	3 1/4	75-8 1/2			Stream Anchor	1	2.1.3	4.17.2.0	2 1/2	1/4 1883
/	Main Top Sails,	90	6 1/2	90-6 1/2			Kedge	1	1.2.2		1 1/4	
/	and	100	3	90-4			2nd Kedge	1				
quality												

Standing and Running Rigging *Wire and Hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *1* small

The Windlass is *Farfield's* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron in all* How secured in ordinary weather? *—*

What arrangements for deadlights in bad weather? *—*

Coal Bunker Openings. How constructed? *Through bridge* How are lids secured? *My bars* Height above deck? *—*

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

Cargo Hatchways. How formed? *Iron Comings*

State size Main Hatch *19'6" x 11' x 2'* Forehatch *9' x 7' x 2'* Quarterhatch

If of extraordinary size, state how framed and secured? *Web plates*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	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>5th May 1883</i>
Date		2nd. On the plating during the process of riveting	<i>22 Aug 1883</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...	<i>1 July 1883</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>30th 1883</i>
No. in builder's yard.		5th. After the ship was launched and equipped	<i>25 Feb 1884</i>

State dates of letters respecting this case

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

The vessel is built in accordance with the approved plans and the Committee letter of the 22nd August 1883.

The Raised Quarter Deck is 55 feet in length. The Bridgehouse is 38 1/2 feet in

The Forecastle is 27 1/2 feet in length.

The material and workmanship is of good quality and the ship is this date on 25th February 1884 in a good and efficient state fit for the conveyance of dry and perishable cargoes to and from all parts of the world.

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 *Bottom cement* Outside *painted*

I am of opinion this Vessel should be Classed *100 A.*

The amount of the Entry Fee *£ 3* is received by me, *Capt. Haller*

Special *£ 58* : *1* : *5 April 1884*

(to be sent as per margin). Certificate ... : *5* :

(Travelling Expenses, if any, £ *13*).

Committee's Minute *TUESDAY 15 APRIL 1884* 18

Character assigned *100 A.*

Surveyor to Lloyd's Register of British and Foreign Shipping

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