

Steel IRON SHIP.

Rec'd 21st JULY, 1884

No. 91

Survey held at

Göthenburg

Date, First Survey

10th March 1883

(Received at London Office,

21/7/84)

On the

New Steel S.S. "Thorsten"

Last Survey

10th July

1884

TONNAGE under Tonnage Deck	1000.46
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	665.72
Ditto of Houses on Deck	
Ditto of Forecasts	
Gross Tonnage	1666.19
Less Crew Space	81.38
	1584.81
Less Engine Room	339.96
Register Tonnage as cut on Beam	1244.85

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded)	16.5
Depth from upper part of Keel to top of Upper Deck Beams	25.46
Girth of Half Midship Frame (as per Rule)	38.00
1st Number	73.96
1st Number, if a 3-Decked Vessel .. deduct 7 feet	72.96
Length	252.5
2nd Number	18.422
Proportions— Breadths to Length ..	8.765
Depths to Length— Upper Deck to Keel ..	8.99
Main Deck ditto ..	1.14

Master *C. A. Pettersson*
Built at *Lindholmens Works*
When built *1883-84* Launched *31/8 1883*
By whom built *Motala Company*
Owners *S.S. Nav. Comp. Thule*
Residence *Göthenburg*
Port belonging to *Göthenburg*
Destined Voyage *London*
If Surveyed while Building, Afloat, or in Dry Dock. *While Building*

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH— Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
212	6		33			23	7	1/2	320		2	3
Dimensions of Ship per Register, length,	breadth,		depth,		DEPTH Moulded							
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness							
STEM, moulding and thickness	8" x 2 1/4		8" x 2 1/4		PLATES in Garboard Strakes, br'dth & thickness							
STERN-POST for Rudder do. do.	8 1/2 x 5		8 1/2 x 5		" From Garboard to upper part of Bilges							
" for Propeller	8 1/2 x 5		8 1/2 x 5		" Of d'bling at Bilge, or increased thickness, and length applied							
Distance of Frames from moulding edge to moulding edge, all fore and aft	24"		24		" From up. prt of Bilge to l.r. edge of Sh'rstrake							
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3		4 1/2 x 3		" Main Sheerstrake, breadth and thickness							
Do. for 1/2 at each end	4 1/2 x 3		4 1/2 x 3		" Of d'bling at Sh'stk. & lng. applied							
REVERSED FRAMES, Angle Iron	3 x 3		3 x 3		" From M'n. to Up. or Spar Dk. Sh'rstrake							
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	22 1/2		22 1/2		" Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss							
" thickness at the ends of vessel	11 1/4		11 1/4		Butt Straps to outside plating, breadth & thickness							
" depth at 3/4 the half-bdth. as per Rule	4 1/2		4 1/2		Lengths of Plating							
" height extended at the Bilges	4 1/2		4 1/2		Shifts of Plating, and Stringers							
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7		7		Gunwale Plating on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness							
Single or double Angle Iron on Upper edge	3		3		Angle Iron on ditto							
Average space	48		48		Tie Plates fore and aft, outside Hatchways							
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8		8		Diagonal Tie Plates on Beams No. of Pairs							
Single, or double Angle Iron, on Upper Edge	3		3		Flat of Up., Spar, or Awning Dk.*							
Average space	48		48		How fastened to Beams							
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8		8		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness							
Single or double Angle Iron on Upper Edge	3		3		Is the Stringer Plate attached to the outside plating?							
Average space	48		48		Angle Irons on ditto, No. 2							
AMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8		8		Tie Plates, outside Hatchways							
Single or double Angle Iron on Upper Edge	3		3		Diagonal Tie Plates on Beams, No. of pairs							
Average space	48		48		Flat of Middle Deck* do. do.							
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17		17		How fastened to Beams							
Rider Plate	10 3/4		10 3/4		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams							
Bulb Plate to Intercoastal Keelson	5		5		Is the Stringer Plate attached to the outside plating?							
Angle Irons	5		5		Angle Irons on ditto, No.							
Double Angle Iron Side Keelson	5		5		Tie Plates, outside Hatchways							
Side Intercoastal Plate	5		5		Diagonal Tie Plates on Beams, No. of pairs							
do. Angle Irons	5		5		Flat of Lower Deck*							
Attached to outside plating with angle iron	5		5		How fastened to Beams							
GE Angle Irons	5		5		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams							
do. Bulb Iron	5		5		Is the Stringer Plate attached to the outside plating?							
do. Intercoastal plates riveted to plating for length	5		5		Angle Irons on ditto, No.							
GE STRINGER Angle Irons	5		5		Tie Plates, outside Hatchways							
Intercoastal plates riveted to plating for length	5		5		Diagonal Tie Plates on Beams, No. of pairs							
E STRINGER Angle Irons	5		5		Flat of Middle Deck* do. do.							
FRAMES extend in one length from Keel to Upper Deck					How fastened to Beams							
REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams							
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes		And butts properly shifted?		Is the Stringer Plate attached to the outside plating?							
PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.					Angle Irons on ditto, No.							
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/2 in. diameter, averaging 3 3/8 ins. from centre to centre.					Tie Plates, outside Hatchways							
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter averaging 3 ins. from centre to centre.					Diagonal Tie Plates on Beams, No. of pairs							
Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.					Flat of Middle Deck* do. do.							
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 1/2 in. diameter, averaging 3 3/8 ins. from cr. to cr.					How fastened to Beams							
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 ins. from cr. to cr.					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams							
Edges of Main Sheerstrake, double or single riveted.					Is the Stringer Plate attached to the outside plating?							
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.					Angle Irons on ditto, No.							
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.					Tie Plates, outside Hatchways							
Breadth of laps of plating in double riveting 5 1/4					Diagonal Tie Plates on Beams, No. of pairs							
Breadth of laps of plating in single riveting					Flat of Middle Deck* do. do.							
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double					How fastened to Beams							
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Motala Comp. Bessemer Steel. Beams Iron					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams							
Manufacturer's name or trade mark, Motala Comp.					Is the Stringer Plate attached to the outside plating?							
The above is a correct description.					Angle Irons on ditto, No.							
Builder's Signature,					Tie Plates, outside Hatchways							
Surveyor's Signature,					Diagonal Tie Plates on Beams, No. of pairs							
Surveyor to Lloyd's Register of British and Foreign Shipping.					Flat of Middle Deck* do. do.							

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if whole or part, is laid thereon.

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 *Iron* 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 *Foremast 76 feet x 24" Dnt*
Mainmast 71 feet x 24" "

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
CABLES, &c.							Bower Anchors					
N ^o .							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
2	Fore Sails,	270	1 1/16	7 3/4 x 5 1/4	270 x 1 1/16	24 Sept 1883	1					
/	Fore Top Sails,	75	1 1/16	24 x 12 1/2	75 x 1 1/16	16 Sept 1883	1					
/	Fore Topmast Stay Sails,	90	12		90 x 11		1					
/	Fore Topmast Stay Sails,	90	11		90 x 10 1/2		1					
2	Main Sails,	90	7 1/2		90 x 7		Stream Anchor					
	Main Top Sails,	100	7				Kedge ...					
	and quality	200	5				2nd Kedge ...					

Standing and Running Rigging *Wire and Hemp* sufficient in size and *good* in quality. She has *4* Long Boat and *2* small
The Windlass is *Harfield's Steam* Capstan *Good* and Rudder *Good* Pumps *2 to each compartment*

Engine Room Skylights. How constructed? *Iron trunk Wood skylight* How secured in ordinary weather? *Secured*

What arrangements for deadlights in bad weather? *—* Height above deck? *1"*

Coal Bunker Openings. How constructed? *Lids in middle deck* How are lids secured? *—*

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

Cargo Hatchways. How formed? *Iron framed*

State size Main Hatch *20' x 11' x 2'-6" x 6 1/16* Forehatch *8' x 9' x 2'-6" x 6 1/16* Quarterhatch *16' x 10' x 2'-6" x 6 1/16*

If of extraordinary size, state how framed and secured? *By Webplates*

What arrangement for shifting beams? *Secured to bridle angles*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *—* Date *—*

Order for Ordinary Survey No. *—* Date *—*

No. *—* in builder's yard. DATES of Surveys held while building as per Section 18.

State dates of letters respecting this case *—*

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

She is built in accordance with the Rules and the approved tracings of the 28/12

and the Committee's letters.

The steel material used in the building is tested in accordance with the

next Reports

The material and workmanship is of good quality and the ship is this day

viz 10th of July 1884 in a good and efficient state fit for the conveyance of

dry and perishable goods to and from all parts of the world

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