

IRON SHIP.

10th JULY, 82.

508

No. 508 Survey held at *Elbing* Date, First Survey *Feb 4 57* Last Survey *20 June 1882*
On the *Screw Steamer "Malvinas"* Master *H. Meyer*

TONNAGE under Tonnage Deck <i>254.02</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <i>Elbing</i>
Ditto of Third, Spar, or Awning Deck.	SPAR, OR AWNING-DECKED VESSEL.	When built <i>1882</i> Launched <i>May 13th</i>
Ditto of Poop, or Raised Qr. Dk. <i>38.44</i>	HALF BREADTH (moulded) <i>11.5</i>	By whom built <i>J. Schichau</i>
Ditto of Houses on Deck <i>14.26</i>	DEPTH from upper part of Keel to top of Upper Deck Beams <i>12.0</i>	Deutsche Dampfschiffahrt Gesellschaft
Ditto of Forecastle <i>17.65</i>	GIRTH of Half Midship Frame (as per Rule) <i>21.3</i>	Owners <i>"Nasmos" - Line</i>
Gross Tonnage <i>324.37</i>	1st NUMBER <i>44.8</i>	Port belonging to <i>Hamburg</i>
Less Crew Space <i>16.20</i>	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet	Destined Voyage <i>Ocean (Falkland Islands)</i>
Less Engine Room <i>88.96</i>	LENGTH <i>142.72</i>	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage as out on Beam <i>219.21</i>	2nd NUMBER <i>639.4</i>	
	PROPORTIONS—Breadths to Length <i>6.2</i>	
	Depths to Length—Upper Deck to Keel <i>9.2</i>	
	Main Deck ditto <i>11.9</i>	

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.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
<i>142.8</i>			<i>23.</i>			<i>9 6 1/2</i>			<i>75</i>		<i>one</i>	<i>one</i>
Dimensions of Ship per Register, length,			breadth,			depth,						
KEEL, depth and thickness <i>two plates</i>			Inches in Ship.			Inches per Rule.						
STEM, moulding and thickness			<i>7 x 9/16</i>			<i>7 x 2 1/4</i>						
STERN-POST for Rudder do. do.			<i>7 x 1 3/8</i>			<i>7 x 1 3/8</i>						
" for Propeller			<i>7 x 2 1/2</i>			<i>6 1/4 x 3 1/4</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft			<i>21"</i>			<i>21"</i>						
FRAMES, Angle Iron, for 1/2 length amidships			Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	Inches. per Rule.	16ths. per Rule.				
Do. for 1/4 at each end			<i>3</i>	<i>3</i>	<i>6</i>	<i>3 2 1/2 6</i>	<i>3 2 1/2 5</i>					
REVERSED FRAMES, Angle Iron			<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 5</i>					
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			<i>29 1/2</i>		<i>5</i>	<i>12 1/2</i>	<i>6</i>					
" thickness at the ends of vessel												
" depth at 1/2 the half-bdth. as per Rule												
" height extended at the Bilges. <i>Raised quarter</i>												
BEAMS, Upper, Spar, or Awning Deck			<i>4</i>	<i>2 1/2</i>	<i>6</i>	<i>4</i>	<i>2 1/2 6</i>					
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge			<i>21</i>			<i>21</i>						
Average space												
BEAMS, Main, or Middle Deck			<i>4</i>	<i>2 1/2</i>	<i>6</i>	<i>4</i>	<i>2 1/2 6</i>					
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge			<i>21</i>			<i>21</i>						
Average space												
BEAMS, Lower Deck, Hold, or Orlop												
Single or double Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal, Plates			<i>36 1/2</i>		<i>8</i>							
" Rider Plate			<i>42</i>		<i>7</i>							
one <i>longitudinal</i> <i>Brackel's system</i>			<i>28</i>		<i>5</i>							
" <i>transverse</i> <i>Brackel's system</i>			<i>3</i>	<i>3</i>	<i>6</i>							
" Angle Irons			<i>3</i>	<i>3</i>	<i>6</i>							
" Double Angle Iron Side Keelson			<i>3</i>	<i>3</i>	<i>6</i>							
" Side Intercostal Plate												
" <i>for</i> <i>Angle Irons</i>												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons			<i>3</i>	<i>3</i>	<i>6</i>							
Transoms, material. Knight-heads. Hawse Timbers.												
Windlass <i>Emmerson & Walker</i> Pall Bitt												

The FRAMES extend in one length from *under line of Keel to raised quarter & Main Deck* Riveted through plates with *7/8* in. Rivets, about *5* apart.
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to Raised quarter deck and to upper part of bilge* 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 *3/4* in. diameter, averaging *3 1/4* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* ins. from centre to centre.
Butts of *one* Strake at Bilge for *1/2* length, treble riveted with Butt Straps *1/4* thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clench, *double or single* riveted; with rivets *7/8* in. diameter, averaging *2 3/4* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *2 3/4* 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, *double* riveted *whole* length amidships.
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *whole* length.
Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 7/8*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
Waterway, how secured to Beams *by iron* (Explain by Sketch, if necessary.) No. of Breasthooks, Crutches,
Frames of the various Decks, how secured to the sides? *By knee plates*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
Manufacturer's name or trade mark, *Winkler & Co. Vereinigten Konigen. Lauschaer 70 Baschleien und Mecke*
The above is a correct description.
Builder's Signature, *J. Schichau. Elbing* Surveyor's Signature, *Emil Paddisat*
Eisengieserei, Maschinen- u. Lokomotivfabrik, Schiffswerft Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Carefully fitted planed. yes.*
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 *of pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give
Scandlings 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

NUMBER for EQUIPMENT <i>7033</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .												
	Fore Sails,	Chain	<i>164.6'</i>	<i>1"</i>	<i>27.0.0.0</i>	<i>18.0.0.0</i>	<i>165 x 1"</i>					
	Fore Top Sails,	Iron Str'm Chain	<i>45</i>	<i>1 1/16"</i>	<i>12.16.0.0</i>	<i>8.10.0.0</i>	<i>45 x 1 1/16"</i>					
	Fore Topmast Stay Sails,	Hmpn Strm Cbl	<i>75</i>	<i>7 1/2"</i>			<i>75 x 7 1/2"</i>					
	Main Sails,	Hawser	<i>90</i>	<i>5 1/2"</i>			<i>90 x 5 1/2"</i>					
	Main Top Sails, and	Towlines										
		Warp										
		quality										

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *16 x 17 feet*
The Windlass is *in good condition* Capstan and Rudder Pumps

Engine Room Skylights.—How constructed? *Iron coming & teak skylight* How secured in ordinary weather? *good*

What arrangements for deadlights in bad weather? *Strong teak with dead eyes*

Coal Bunker Openings.—How constructed? *Of iron* How are lids secured? *hatches* Height above deck? *9 inches*

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

Cargo Hatchways.—How formed?

State size Main Hatch Forehatch *15.9 x 6'* Quarterhatch *8.9 x 6'*

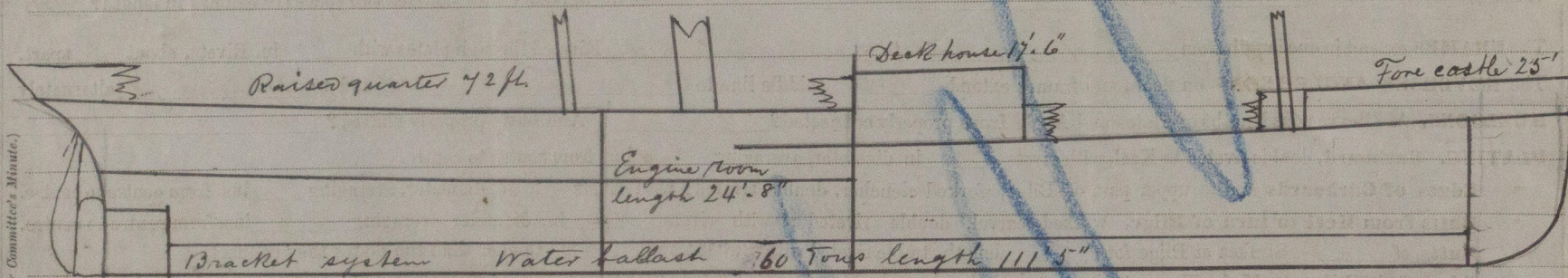
If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One shifting beam Main hatch*

Hatches, If strong and efficient? *18 inches above deck*

Order for Special Survey No. *Special survey*
Date
Order for Ordinary Survey No.
Date
No. in builder's yard. *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
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid....
4th. When the ship was complete, and before the plating was finally coated or cemented..
5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *The vessel is constructed after the Bracket system, the entire plate 3/8 x 1/16 has double butt straps. The double bottom has been carefully tested; she has one longitudinal girder on each side, with a solid frame every 42 inches and under the engine & boiler every 21 inches. The iron of which she has been built is of the very best German quality and the workmanship & equipments are very good*



State if one, two, or three decked vessel, or if spar, or running decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *2 coats of red lead & one other coat bottom cemented* Outside *2 red lead coats & 2 others bottom patent paint*

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *187*
Special ... £ *16 : 5 : 0*
Certificate ... £ *0 : 5 : 0*

(Travelling Expenses, if any, £ *24.0.0*.)

Committee's Minute

Character assigned

Comit. T. J. J. J.
Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that

this vessel appears to be

to be classed

100 A I

Iron 04

111' 5"

111' 5"