

IRON SHIP

No. 1224. SEPTEMBER, 1883.

No. 015 Survey held at Hamburg Date, First Survey March Last Survey Sept 19th 1883

On the J. S. S. "Emma Sauber"

<p>TONNAGE under Tonnage Deck <u>1229.99</u></p> <p>Ditto of Third, Spar, or Awning Deck</p> <p>Ditto of Poop, or Raised Qr. Dk.</p> <p>Ditto of Houses on Deck</p> <p>Ditto of Forecastle</p> <p>Gross Tonnage <u>1306.91</u></p> <p>Less Crew Space <u>33.36</u></p> <p>Less Engine Room <u>261.22</u></p> <p>Register Tonnage as cut on Beam <u>1012.33</u></p>	<p>ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING DECKED VESSEL.</p> <p>Half Breadth (moulded) <u>16.25</u> Feet.</p> <p>Depth from upper part of Keel to top of Upper Deck Beams <u>22.35</u></p> <p>Girth of Half Midship Frame (as per Rule) <u>34.25</u></p> <p>1st Number <u>7285</u></p> <p>1st Number, if a 3-Decked Vessel .. deduct 7 feet</p> <p>Length <u>254</u></p> <p>2nd Number <u>18504</u></p> <p>Proportions— Breadths to Length <u>7/2</u></p> <p>Depths to Length— Upper Deck to Keel <u>11</u></p> <p>Main Deck ditto <u>11</u></p>	<p>Master <u>G. Semmel</u></p> <p>Built at <u>Hamburg</u></p> <p>When built <u>1883</u> Launched <u>July 20th</u></p> <p>By whom built <u>Reiherstieg Ship Yard</u></p> <p>Owners <u>Sauber Gebrüder</u></p> <p>Residence <u>Hamburg</u></p> <p>Port belonging to <u>Hamburg</u></p> <p>Destined Voyage <u>Sunderland</u></p> <p>If Surveyed while Building, Afloat, or in Dry Dock.</p>
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LENGTH on deck as per Rule	Feet. Inches.		BREADTH— Moulded	Feet. Inches.		DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.		Power of Engines	Horse.	N ^o . of Decks with flat laid		N ^o . of Tiers of Beams		
	254			32	50		22	35			one	two			
Dimensions of Ship per Register, length, <u>77.83</u> breadth, <u>10.03</u> depth, <u>5.77</u> Meter															
KEEL , depth and thickness	Inches in Ship.				Inches per Rule.				Flat Keel Plates, breadth and thickness		36	29/32	36	29/32	
STEM , moulding and thickness	8 1/2 x 2 1/2				8 1/2 x 2 1/2				PLATES in Garboard Strakes, br'dth & thickness		11		11		
STERN-POST for Rudder do. do.	8 1/2 x 5				8 1/2 x 5				,, From Garboard to upper part of Bilges		9 6/8		9 6/8		
,, for Propeller	8 1/2 x 5				8 1/2 x 5				,, Of d'bling at Bilge, or increased thickness, and length applied		11 6/10		11 6/10		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24				24				,, From up. prt of Bilge to lr. edge of Sh'rstrake		10 5/8		10 5/8		
									,, Main Sheerstrake, breadth and thickness		42		13 6/9		
									,, Of d'bling at Bilge, or increased thickness, and length applied						
									,, From M'n. to Up. or Spar Dk. Sh'rstrake						
									,, Up or Spar Dk Sh'rstrake, br'dth & thickness						
FRAMES , Angle Iron, for 3/4 length amidships	4 1/2	3	8	4 1/2	3	8	(Class 1011A)								
Do. for 1/2 at each end	4 1/2	3	7	4 1/2	3	7									
REVERSED FRAMES , Angle Iron	3	3	7	3	3	7									
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	Cellular														
,, thickness at the ends of vessel	double														
,, depth at 3/4 the half-bdth. as per Rule	Bottom														
,, height extended at the Bilges															
BEAMS , Upper Spar, or Awning Deck															
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron															
Single or double Angle Iron on Upper edge															
Average space															
BEAMS , Main, or Middle Deck	5 1/2	3	8	5 1/2	3	8									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron															
Single or double Angle Iron, on Upper Edge															
Average space	24 inches														
BEAMS , Lower Deck															
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron															
Single or double Angle Iron on Upper Edge															
Average space															
BEAMS , Hold, or Upper	9	9	9	9	9	9									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron															
Single or double Angle Iron on Upper Edge	4	3 1/2	8	4	3 1/2	8									
Average space	8 Hold Beams														
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	39	8	39	8	39	8									
,, Box, or Intercoastal, Plates															
,, Bottom Plate Top Plate	36	8	36	8	36	8									
,, Bottom Plate to Intercoastal Keelson															
,, Angle Irons	3	3	6	3	3	6									
,, Double Angle Iron Side Keelson Centre	4	4	8	4	4	8									
,, Side Intercostal Plate <u>7/16</u>	5	4	9	5	4	9									
,, do. Angle Irons															
,, Attached to outside plating with angle iron	yes														
BILGE Angle Irons	5	4	9	5	4	9									
,, 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															

The **FRAMES** extend in one length from Centre of Keel to Upper deck Riveted through plates with 7/8 in. Rivets, about 7 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to main deck stringer and to lower beams 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 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

,, Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

,, Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/8 ins. from centre to centre.

,, Butts of four 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 7/8 in. diameter, averaging 4 1/2 ins. from cr. to cr.

,, Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

,, Edges of Main Sheerstrake, double ~~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 length amidships.

,, Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, double riveted length amidships.

,, Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted? 4 No. of Breasthooks, 4 Crutches, 39

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? English Iron, good.

Manufacturer's name or trade mark, Scott Bros. Glasgow.

The above is a correct description.

Builder's Signature, Reiherstieg Schiffswerfte & Maschinenfabrik Surveyor's Signature, Emil Taddes

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

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

* If Iron Deck, state if whole or part, and if wood deck 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 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 *2 iron masts 20" diam. 3 plates 9/16 & 5/16*

No.	SAILS.	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.			
	CABLES, &c.						Bower Anchors							
	Chain	<i>269.6</i>	<i>1 5/8</i>	<i>66.10.0.0</i>	<i>Feb. 270 x 10 9/16</i>		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)							
	Fore Sails,	<i>D. E. Lewis</i>		<i>Netherton</i>	<i>Apr 1883</i>			<i>1</i>	<i>26.0.21</i>	<i>25.16.10</i>	<i>25 1/2</i>			
	Fore Top Sails,	<i>75</i>	<i>1</i>	<i>27.0.0.0</i>	<i>75 x 1</i>			<i>1</i>	<i>25.2.22</i>	<i>25.8.0.14</i>	<i>25 1/2</i>			
	Fore Topmast Stay Sails,	<i>90</i>	<i>10</i>		<i>90 x 10"</i>			<i>1</i>	<i>21.3.7</i>	<i>22.5.2.14</i>	<i>21 3/4</i>			
	Main Sails,	<i>90</i>	<i>8 1/2</i>		<i>90 x 8 1/2"</i>			<i>1</i>	<i>8.2.4</i>	<i>10.15.0.0</i>	<i>8 1/2</i>			
	Main Top Sails, and	<i>90</i>	<i>6</i>		<i>90 x 6"</i>			<i>1</i>	<i>4.1.16</i>	<i>6.17.2.0</i>	<i>4 1/4</i>			
	quality							<i>1</i>	<i>2.1.12</i>	<i>4.17.2.0</i>	<i>2 1/4</i>			

Standing and Running Rigging *wire* sufficient in size and *good* in quality. She has *two iron* Life Boats and *one wooden* The Windlass is *Emmerson Walker* Capstan and Rudder *good* Pumps *good*
 Engine Room Skylights.—How constructed? *On top of bridge deck* How secured in ordinary weather? *well*
 What arrangements for deadlights in bad weather? *with iron lids*
 Coal Bunker Openings.—How constructed? *under bridge* How are lids secured? *well* Height above deck?
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Ports on each side 21 x 23*
 Cargo Hatchways.—How formed? *Of iron 24" x 7/16" plate*
 State size Main Hatch *24 x 11 & 25 x 11* Forehatch *24 x 11 and 8 x 8"* Quarterhatch *20 x 11*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *Web frames*
 Hatches, If strong and efficient? *Solid 2 1/2" thick*

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	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
Date						
Order for Ordinary Survey No.						
Date						
No. <i>344</i> in builder's yard.						

General Remarks (State quality of workmanship, &c.) *The vessel has been built after the cellular double-bottom system, the centre plate has double straps and treble riveted. She has two longitudinal girders on each side of 9/16 and 7/16 on Engine & Boiler; she has two webbed frames in Engine & Boiler room, (also Bulkhead). The top plates and floors of the double bottom are 1/16 thicker than in the Engine & Boiler room. The double bottom has been carefully tested according to the rules; it is 210ft long, capacity of water 320 tons. The distance of frames between the Collision Bulk-head and the Stem is 46 inches. She has on her main deck, a bridge-house of 48ft long. The material and workmanship are very good.*

State if ~~one~~, two, ~~or three~~ decked vessel, or if ~~open~~, or ~~awning~~ decked; and the lengths of ~~poop~~, bridge, forecabin, or ~~raised~~ quarter deck. (If double bottom, state particulars on separate form.) *20' x 3'-6"*
 How are the surfaces preserved from oxidation? Inside *three coats of paint, bottom cement* Outside *three coats of paint, bottom Patent paint*
 I am of opinion this Vessel should be Classed *100 A1*
 The amount of the Entry Fee ... £ *4 : 0 : 0* is received by me,
 Special ... £ *57 : 13 : 6* }
 Certificate ... £ *- : 5 : 0* }
 (Travelling Expenses, if any, £ ...)
 Committee's Minute *TUESDAY 2 OCTOBER 1883* 18

Character assigned *100 A1*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *Ernie Tadderat*
 Lloyd's Register Foundation

Reference should be made to any correspondence, connected with the case. Schooner rig. All sails double.

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