

IRON SHIP.

WEDNESDAY 27 OCT 1883

No. 025 Survey held at Kiel

Date, First Survey Aug 1st

Last Survey October 18. 1883

On the Screw Steamer "Union"

TONNAGE under Tonnage Deck	<u>307.21</u>
Ditto of Third, Spar, or Awning Deck	
Ditto of Poop, or Raised Or. Dk.	
Ditto of Houses on Deck	
Ditto of Forecastle	
Gross Tonnage	<u>340.29</u>
Less Crew Space	<u>15.53</u>
Less Engine Room	<u>62.45</u>
Register Tonnage as cut on Beam	<u>262.31</u>

ONE, DECKED VESSEL,	
Half Breadth (moulded)	<u>11.5</u>
Depth from upper part of Keel to top of Upper Deck Beams	<u>14.5</u>
Girth of Half Midship Frame (as per Rule)	<u>23.</u>
1st Number	<u>49.0</u>
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	<u>137.5</u>
2nd Number	<u>6737</u>
Proportions— Breadths to Length	<u>5.97</u>
Depths to Length— Upper Deck to Keel	<u>9.48</u>
Main Deck to Keel	

Master Peter von Barm
 Built at Kiel
 When built 1883 Launched Sept 12th
 By whom built Georg Howaldt
 Owners H. Sandberg
 Residence Flensburg
 Port belonging to Flensburg
 Destined Voyage Baltic
 If Surveyed while Building, ~~Afloat, or in Dry Dock~~

Official Number

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° of Decks with flat laid	N° of Tiers of Beams
137	6		23	0		13	4		40		one	one
Dimensions of Ship per Register, length, <u>42.36</u> breadth, <u>7.0</u> depth, <u>3.47</u> Meters												
KEEL , depth and thickness	<u>of Side bars</u>		<u>7 x 1 1/16</u>	<u>Inches in Ship</u>		<u>7 x 1 5/8</u>	<u>Inches per Rule</u>					
STEM , moulding and thickness			<u>7 x 1 5/8</u>			<u>6 1/4 x 3 1/4</u>						
STERN-POST for Rudder do. do.			<u>6 1/4 x 3 1/4</u>			<u>6 1/4 x 3 1/4</u>						
" " for Propeller			<u>21</u>			<u>21</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft			<u>21</u>			<u>21</u>						
FRAMES , Angle Iron, for 2/3 length amidships	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>						
Do. for 1/3 at each end	<u>3</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>5</u>						
REVERSED FRAMES , Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>						
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>14</u>	<u>6 x 5</u>		<u>14</u>	<u>6</u>							
" thickness at the ends of vessel												
" depth at 2/3 the half-bdth. as per Rule				<u>28</u>	<u>28</u>							
" 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	<u>4</u>	<u>2 1/2</u>	<u>6</u>	<u>4</u>	<u>2 1/2</u>	<u>6</u>						
BEAMS , Main, Deck } Single Ang. Iron } Single or double Angle Iron, on Upper Edge } Average space	<u>5 1/2</u>	<u>Hatch beams</u>		<u>5 1/2</u>	<u>5</u>							
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 Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper Edge } Average space												
KEELSONS Centre line, single } <u>24</u> } <u>6</u> } See Sections } <u>10</u> } <u>6</u> } Eng & Boiler Room } <u>24</u> } <u>7</u> } } Angle Irons } <u>3</u> } <u>3</u> } <u>6</u> } } Double Angle Iron Side Keelson } <u>2 1/2</u> } <u>2 1/2</u> } <u>5</u> } <u>2 1/2</u> } <u>2 1/2</u> } <u>5</u> } } do. two Angle Irons } <u>3</u> } <u>3</u> } <u>6</u> } <u>3</u> } <u>3</u> } <u>6</u> } } Attached to outside plating with angle iron												
BILGE Angle Irons } <u>3</u> } <u>3</u> } <u>6</u> } <u>3</u> } <u>3</u> } <u>6</u> } } 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 line of Keel to Main deck Riveted through plates with 3/4 in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper turn of bilge and to main deck 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 1/4 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 1/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of one Strake 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 5/8 in. diameter, averaging 2 1/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double riveted. **Upper Sheerstrake**, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. ~~Butts of Upper Spar Sheerstrake, treble riveted for length.~~

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

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

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

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

Manufacturer's name or trade mark, Morcotty in Duisburg, Westphalia

The above is a correct description.

Builder's Signature, Georg Howaldt Surveyor's Signature, Emil Taddes

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

Form No. 1 for Iron Ships—400—24/5/81.

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

* If Iron Deck, steeple, if whole or part, and if wood deck

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 of *Pitch 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 Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.						Bower Anchors					
CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Chain	<i>105</i>	<i>1</i>	<i>27.0.0.0</i> <i>15.0.0.0</i>	<i>165x1"</i>		<i>D. E. Lewis</i> <i>Netherton Dudley</i> <i>Sept. 1883</i>	<i>1</i>	<i>7.1.12</i>	<i>9.11.2.7</i>	<i>7/4</i>	
Fore Sails,						<i>D. E. Lewis</i> <i>Netherton</i> <i>of Dudley</i> <i>Sept. 6. 83</i>	<i>1</i>	<i>7.1.10</i>	<i>9.11.2.7</i>	<i>7/4</i>	
Fore Top Sails,	<i>45.2ft</i>	<i>7/16</i>	<i>12.15.0.0</i> <i>8.10.0.0</i>	<i>45x7/16</i>							
Fore Topmast Stay Sails,											
Main Sails,	<i>75</i>	<i>7/8</i>		<i>75x7/8</i>							
Main Top Sails,	<i>90</i>	<i>5/8</i>		<i>90x5/8</i>		Stream Anchor	<i>1</i>	<i>2.0.26</i>	<i>4.15.0.0</i>	<i>2 1/4</i>	
and						Kedge	<i>1</i>	<i>1.0.0</i>	<i>3.7.2.0</i>	<i>1</i>	
Standing and Running Rigging	<i>of wire sufficient in size and good in quality.</i>					She has <i>2 wooden</i> Boats <i>and 18x14 feet long</i>					
The Windlass is	<i>Emmerston Walker Capstan</i>					and Rudder <i>good</i> Pumps <i>good</i>					

Engine Room Skylights.—How constructed? *Above Bridge Deck* How secured in ordinary weather? *Well*
 What arrangements for deadlights in bad weather? *Iron lids*
 Coal Bunker Openings.—How constructed? *Of iron* How are lids secured? *Double wooden lids with rails* Height above deck? *16 inches*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open Bulwarks*

Cargo Hatchways.—How formed? *Of Iron 2 1/2 x 9/16 plate*
 State size **Main Hatch** *17.6 x 8.0* **Forehatch** *7.0 x 8.0* **Quarterhatch** *17.6 x 8.0 & 8.9 x 8*
 If of extraordinary size, state how framed and secured? *Webbed frames*
 What arrangement for shifting beams?

Hatches, If strong and efficient? *Solid 2 1/2" thick*

Order for Special Survey No. _____ Date _____
 Order for Ordinary Survey No. _____ Date _____
 No. *105* 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
- Special Survey*

General Remarks (State quality of workmanship, &c.) *The vessel has a double bottom under Engine and Boiler room and built after the Bracket system, she has also in her after hold a ballast tank, which has been tested according to the Rules and found tight. The decks are of iron as also the houses. The length of Bridge-house 26'.
 The workmanship has been carried out to my satisfaction as also the equipments*

State if one, ~~two~~ *three* decked vessel, or if open, or sailing decked, and the length of poop, bridge, foremast, or mainmast, &c. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *3 coats of red lead, bottom cemented* Outside *3 coats of paint, bottom Patent paint.*
 I am of opinion this Vessel should be Classed *100A1*
 The amount of the Entry Fee ... £ *2 : 0 : 0* is received by me, }
 Special ... £ *17 : 0 : 0* } 18 }
 Certificate ... : *5 : 0*
 (Travelling Expenses, if any, £ *5.0.0.*)

Committee's Minute *FRIDAY 2 NOV 1883 18*
 Character assigned *100A1*
 Under Engine room 30 tons. Hold 60 tons
 Surveyor to Lloyd's Register of British and Foreign Shipping.
Emil Tadder
 Lloyd's Register Foundation