

# IRON SHIP.

No. 04 Survey held at Hamburg Date, First Survey June 15<sup>th</sup> 1883 Last Survey January 14<sup>th</sup> 1884  
 On the Iron Screw Steamer "Napoli" Recd. 15/1/84

**Tonnage under Tonnage Deck** 1229.99 **TWO DECKED, VESSEL.** Master J. R. Bennett  
**Net Tonnage** 1306.91 **Half Breadth (moulded)** 16.25 **Built at** Hamburg  
**Gross Tonnage** 33.36 **Depth from upper part of Keel to top of Upper Deck Beams** 22.35 **When built** 1883 **Launched** Nov. 14  
**Less Crew Space** 261.22 **Girth of Half Midship Frame (as per Rule)** 34.25 **By whom built** Reicherstieg Schiffswerke  
**Less Engine Room** 1012.33 **1st Number** 7285 **Owners** O. S. Eichmann  
**Register Tonnage as out on Beam** 1012.33 **1st Number, if a 3-Decked Vessel** deduct 7 feet **Residence** Hamburg  
**Port belonging to** Hamburg **Destined Voyage**   
**If Surveyed while Building, Afloat, or in Dry Dock**

**LENGTH** 254 **BREADTH** 32 **DEPTH** 20 **Power of Engines** 130 **Nº. of Decks with flat laid** one  
 on deck as per Rule 254 **Moulded** 32 **Do. do. Main Deck Beams** 20 **Nº. of Tiers of Beams** two  
 Dimensions of Ship per Register, length, 77.83 breadth, 10.03 depth, 5.77 Meters. Moulded Depth 21.6

KEEL, depth and thickness	Inches in Ship	Inches per Rule	FLAT KEEL PLATES, breadth and thickness	Inches in Ship	Inches per Rule
<u>25 1/2 x 3</u>	<u>32</u>	<u>9</u>	<u>36</u>	<u>29 1/2</u>	<u>36</u>
STEM, moulding and thickness...	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	PLATES in Garboard Strakes, br'dth & thickness	<u>11</u>	<u>11</u>
STERN-POST for Rudder do. do.	<u>8 1/2 x 5</u>	<u>8 1/2 x 5</u>	From Garboard to upper part of Bilges...	<u>9 5/8</u>	<u>9 5/8</u>
" for Propeller	<u>8 1/2 x 5</u>	<u>8 1/2 x 5</u>	Of d'bling at Bilge, or increased thickness, and length applied	<u>11 5/10</u>	<u>11 5/10</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>	From up. prt of Bilge to l.r. edge of Sh'rstrake...	<u>10 5/8</u>	<u>10 5/8</u>
FRAMES, Angle Iron, for 1/2 length amidships	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	Main Sheerstrake, breadth and thickness...	<u>42</u>	<u>13 5/9</u>
Do. for 1/2 at each end	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	Of d'bling at Sh'rstrake & lng. applied	<u>42</u>	<u>13 5/9</u>
REVERSED FRAMES, Angle Iron	<u>3 x 3</u>	<u>3 x 3</u>	From M'n. to Up. or Spar Dk. Sh'rstrake...		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>Cellular</u>	<u>22 1/2</u>	Upper Spar Dk. Sh'rstrake, breadth & thickness...	<u>14 1/4</u>	<u>17 1/16</u>
thickness at the ends of vessel	<u>Double</u>	<u>9</u>	Butt Straps to outside plating, breadth & thickness	<u>14 1/4</u>	<u>17 1/16</u>
depth at 1/2 the half-bdth. as per Rule	<u>Bottom</u>	<u>9</u>	Lengths of Plating over 6 frames		
height extended at the Bilges			Shifts of Plating, and Stringers, two & three frames		
BEAMS, Upper, Spar, or Awning Deck			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Iron on ditto		
Single or double Angle Iron on Upper edge			Tie Plates fore and aft, outside Hatchways		
Average space...			Diagonal Tie Plates on Beams No. of Pairs		
BEAMS, Main, or Middle Deck			Flat of Up., Spar, or Awning Dk.*		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5 1/2 x 3</u>	<u>8</u>	How fastened to Beams		
Single, or double Angle Iron, on Upper Edge	<u>5 1/2 x 3</u>	<u>8</u>	Stringer Plate on ends of Main Deck		
Average space...	<u>24 inches</u>		Beams, breadth and thickness	<u>50.5 to 30</u>	<u>10 5/8</u>
BEAMS, Lower Deck			Is the Stringer Plate attached to the outside plating?	<u>yes</u>	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No. one, 5-4-9/16		
Single or double Angle Iron on Upper Edge			Tie Plates, outside Hatchways		
Average space...			Diagonal Tie Plates on Beams, No. of pairs		
BEAMS, Hold, or Orlop			Flat of Middle Deck* do. do. Iron whole length 7/16	<u>6 to 5</u>	<u>not covered with wood</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>9</u>	<u>9</u>	How fastened to Beams	<u>Riveted</u>	
Single or double Angle Iron on Upper Edge	<u>4 3/2</u>	<u>8</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>33 to 26</u>	<u>9</u>
Average space...	<u>8 Hold Beams</u>		Is the Stringer Plate attached to the outside plating?	<u>yes</u>	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>39</u>	<u>9</u>	Angle Irons on ditto (No. 4) 4x4x9/16		<u>4x4 9</u>
Side Plate Top. plate	<u>36</u>	<u>8</u>	Stringer or Tie Plates, outside Hatchways		
Bulb Plate to Intercoastal Keelson	<u>3</u>	<u>3</u>	Flat of Lower Deck* Face plate	<u>9</u>	<u>9</u>
Angle Irons	<u>4</u>	<u>4</u>	Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>
Double Angle Iron Keelson (Centre)	<u>5</u>	<u>4</u>	in hold do. do.		
Side Intercoastal Plate	<u>7/16</u>	<u>9</u>	Main piece of Rudder, diameter at head	<u>6 1/2</u>	<u>6 1/2</u>
do. Angle Irons	<u>5</u>	<u>4</u>	do. at heel	<u>3 1/2</u>	<u>3 1/2</u>
Attached to outside plating with angle iron	<u>yes</u>		Can the Rudder be unshipped afloat?	<u>yes</u>	
BILGE Angle Irons	<u>5</u>	<u>4</u>	Bulkheads No. <u>7</u> No. per Rule <u>4</u>		
do. Bulb Iron	<u>5</u>	<u>4</u>	Thickness of <u>9/16 to 5/16</u>		
do. Intercoastal plates riveted to plating for length			Height up <u>main deck</u>		
BILGE STRINGER Angle Irons			How secured to sides of ship	<u>double frames</u>	
Intercoastal plates riveted to plating for length			Size of Vertical Angle Irons <u>3 1/2-3 3/4</u> and distance apart <u>30 ins.</u>		
SIDE STRINGER Angle Irons	<u>5</u>	<u>4</u>	Are the outside Plates doubled two spaces of Frames in length?	<u>yes</u>	

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 beam 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 7/16 thicker than the plates they connect.  
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 in. diameter, averaging 4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 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, treble riveted length amidships  
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length  
 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? No. of Breasthooks, 4 Crutches, 3  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good English Iron  
 Manufacturer's name or trade mark, Scott Bros Glasgow & Sormann, Long & Co. Middlesbro'  
 The above is a correct description.  
 Builder's Signature, R. Smith Surveyor's Signature, Emil Taddar  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



**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 Masts of Iron, 3 plates 20 diam 6/16 x 5/16*

NUMBER for EQUIPMENT	Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight, Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntd.
<b>SAILS.</b>						<b>Bower Anchors</b>					
Chain	270.4 1/2	1 5/8	66 3/4 Tons	47 5/16	270 x 1 1/4	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails,						Erastus R. Isitt	1	26.1.0	25.16.1.0	25 1/2	
Fore Top Sails,						R. Isitt	1	25.2.14	25.5.3.21	25 1/2	
Fore Topmast Stay Sails,						Tipton.	1	22.0.14	22.9.1.14	21 3/4	
Main Sails,						July 1883					
Main Top Sails,						Stream Anchor	1	8.2.20	10.17.2.0	8 1/2	
and						Kedge	1	4.1.7	6.15.0.0	4 1/4	
Standing and Running Rigging						2nd Kedge	1	2.0.2	4.12.2.0	2 1/4	

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? *14"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Four 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' x 23' x 11'* Fore hatch *24' x 11' x 8' x 8'* Quarter hatch *20' x 11'*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Webbed Frames*

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

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. *340* 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 been built after the cellular double bottom system, the centre plate has double straps & treble riveted, she has two longitudinal girders on each side of 9/16 x 7/16 on Engine & Boiler room. She has two webbed frames in Engine & Boiler room and one 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 rule it is 210 feet long, capacity of water 320 tons; the distance of frames between the collision bulkhead and the stem is 16 in. She has on her main deck, a Bridge house of 48 ft long. The materials and workmanship are of best quality.

State if ~~two~~, ~~three~~ decked vessel, or if ~~span~~, or ~~running deck~~; and the lengths of ~~span~~, bridge, fore-castle, or ~~raised quarter deck~~. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Three coats of paint, bottom cemented* Outside *Three coats of paint, bottom patent paint*

I am of opinion this Vessel should be Classed *100 A7*

The amount of the Entry Fee *£ 4 : 0 : 0* is received by me, *18*

Special *£ 57 : 13 : 6*

Certificate *£ 5 : 0*

(Travelling Expenses, if any, £ )

Committee's Minute

TUESDAY 22 JAN 1884

18

Character assigned

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

Lloyd's Register Foundation