

# IRON SHIP.

No. *710* Survey held at *Stiel* Date, First Survey *April* Last Survey *Aug 5<sup>th</sup> 1884*

On the *Iron Barque Mercator*

<b>TONNAGE</b> under Tonnage Deck	<i>730</i>	<b>ONE OR TWO DECKED, THREE DECKED VESSEL.</b>	
Ditto of Third, Spar, or Awning Deck.			
Ditto of <del>Fourth</del> Raised Or. Dk.	<i>68</i>		
Ditto of Houses	<i>33</i>		
<del>Ditto of Forecastle</del> <i>Main Deck</i>	<i>2</i>		
Gross Tonnage	<i>833</i>		
Less Crew Space	<i>26</i>		
Less Engine Room			
Register Tonnage as cut on Beam	<i>807</i>		
		<b>Half Breadth</b> (moulded) .. .. .	<i>15.79</i>
		<b>Depth</b> from upper part of Keel to top of Upper Deck Beams	<i>20.17</i>
		<b>Girth</b> of Half Midship Frame (as per Rule)	<i>30.66</i>
		<b>1st Number</b> .. .. .	<i>66.62</i>
		<b>1st Number, if a 3-Decked Vessel</b> .. deduct 7 feet	
		<b>Length</b> .. .. .	<i>177.0</i>
		<b>2nd Number</b> .. .. .	<i>11792</i>
		<b>Proportions— Breadths to Length</b> .. .. .	<i>5 to 6</i>
		<b>Depths to Length—Upper Deck to Keel</b> .. .. .	<i>8 to 9</i>
		<b>Main Deck ditto</b> .. .. .	

Master *Breckwoldt*  
 Built at *Stiel*  
 When built *1884* Launched *July 9. 84*  
 By whom built *Schiffswerft "Germania"*  
 Owners *Dreyers & Breckwoldt*  
 Residence *Blankenese*  
 Port belonging to *Blankenese*  
 Destined Voyage *New York via Stettin*  
 If Surveyed while Building, Afloat, or in Dry Dock.

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 <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
	<i>177</i>			<i>31</i>	<i>7</i>		<i>18</i>	<i>6</i>			<i>one</i>	<i>two</i>
Dimensions of Ship per Register, length, <i>177</i> breadth, <i>31.7</i> depth, <i>18.1</i> Depth Moulded <i>19' 8"</i>												
<b>KEEL</b> , depth and thickness												
<b>STEM</b> , moulding and thickness												
<b>STERN-POST</b> for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
<b>FRAMES</b> , Angle Iron, for $\frac{1}{2}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
<b>REVERSED FRAMES</b> , Angle Iron												
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{1}{2}$ the half-bdth. as per Rule												
" height extended at the Bilges												
<b>BEAMS</b> , 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												
<b>BEAMS</b> , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge												
Average space												
<b>BEAMS</b> , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge												
Average space												
<b>BEAMS</b> , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge												
Average space												
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
<b>BILGE</b> Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
<b>BILGE STRINGER</b> Angle Irons												
Intercoastal plates riveted to plating for length												
<b>SIDE STRINGER</b> Angle Irons												

The **FRAMES** extend in one length from *Keel* to *Main & Quarter Deck* Riveted through plates with  $\frac{3}{4}$  in. Rivets, about 6" apart.  
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to *Main Deck* and to 6" above lower 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  $\frac{1}{2}$  in. diameter, averaging 4 ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging  $\frac{3}{8}$  ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{3}{4}$  in. diameter averaging 3 ins. from centre to centre.  
 " Butts of *two* Strakes at Bilge for  $\frac{1}{2}$  length, treble riveted with Butt Straps  $\frac{1}{16}$  thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, ~~double or single~~ riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging 3 ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{3}{4}$  in. diameter, averaging 3 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  $\frac{1}{2}$  length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted—length amidships.*  
 " Butts of Main Stringer Plate, treble riveted for  $\frac{1}{2}$  length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for—length*  
 " Breadth of laps of plating in double riveting  $\frac{1}{2}$  Breadth of laps of plating in single riveting  $\frac{1}{2}$   
 Butt Straps of Keelsons, ~~single~~ and Tie Plates, treble, ~~double or single~~ Riveted? *for  $\frac{1}{2}$  length* No. of Breasthooks, *2* Crutches, *2*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Boiler quality*  
 Manufacturer's name or trade mark, *Platts Consett Iron Works. Angles. Dorman, Lang & Co. Middlesbrough*  
 The above is a correct description.  
 Builder's Signature, *H. E. Johns* Surveyor's Signature, *Consil Taddesat*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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 wood deck is laid thereon.

HAM1116-0248



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 3 Masts, Bowsprit, 2 lower yards of iron 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

Mainmast 71' diam. 24 1/2" three plates in circumference } 2 lower yards 72 dia 18" 3 plates  
Foremast 71' " do } 6 7/16 thick, longitudinal seams } 2 low. topsail do 65 1/2" 16" 3 plates  
Mizzenmast 71' " 20 } double riveted, butts from heel } 15.4 x 7/16 thick, longit. seams  
Bowsprit 28' 6" 24 1/2" riveted. No angles. } single rivets, butts treble riveted. No angles.

NUMBER for EQUIPMENT 12578

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain .....	270	1 9/16	43 9/10	270 x 1 9/16		Bower Anchors					
	Fore Top Sails,	Iron Stream Chain	60	7/8	13 3/4	60 x 7/8		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Topmast Stay Sails,	or Steel Wire ..						E.P. Tait	1	24.2.0	24.6.1.0	23 1/2	
	Main Sails,	or Hempen Strm Cable .....						Tipton	1	23.2.0	23.10.0.0		
	Main Top Sails,	Towline, Hemp.	90	10		90 x 10		May 1884	1	20.0.14	20.17.0.21	21	
	and	or Steel Wire ..											
		Hawser .....	90	8		90 x 8		Stream Anchor	1	8.1.21	10.12.2.0	8	
		Warp .....	90	5		90 x 5		Kedge ...	1	4.4	14.6.15.0.0	4	
		quality best						2nd Kedge ...	1	20.0	4.10.0.0	2	

Standing and Running Rigging galv wire & hemp sufficient in size and good in quality. She has two Long Boats and 22 ft one 20' x 17' 16"

The Windlass is Commerson & Walker Capstan Windlass and Rudder good Pumps 2, hold & 1 low pump

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? How are lids secured? Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Three water ports 2' 6" x 2' and 2 Scuppers on each side

Cargo Hatchways. How formed? Iron comings 18" above deck 9/16 plates

State size Main Hatch 14' 6" x 10' 0" Forehatch 7' 8" x 6' 0" Quarterhatch 5' 6" x 6' 0"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Main hatch with shifting beam

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

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 19 in builder's yard.

State dates of letters respecting this case

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 house deck for a cabin 29 feet long and a raised quarter round the deck house of 62 feet long, also a deck house for the crew of 26 feet long. The iron work is very good and the plates are of boiler quality. The deck is of Baltic oak, the deck houses themselves of iron and the wood work of teak. The whole of the workmanship is very good, as also the equipment and outfit.

State if one, two, or three decked vessel, or if spar, or arcing decked; and the lengths of poop, bridge, foredeck, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Cement & red lead

Outside red lead & two other coats of paint, bottom Patent paint

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee .....£ 5: 0: 0 is received by me,

Special .....£ 41: 13: 0 Aug 8. 1884

(to be sent as per margin). Certificate ... : 5: 0

(Travelling Expenses, if any, £5.5.0).

Committee's Minute

Character assigned

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



Lloyd's Register  
Foundation