

Altona IRON SHIP.

REGISTERED 12 JAN 1885

Survey held at Hamburg Date, First Survey December 10/84 Last Survey January 6/85

the Iron S.S. "Wilhelm"

AGE under Tonnage Deck } of Third, Spar, Awning Deck } of Poop, or raised Qr. Dk. } of Houses on Deck } of Forecastle } Tonnage } <u>180.20</u> Crew Space } Engine Room } <u>39.59</u> ster Tonnage } <u>140.01</u> out on Beam }	ONE, DECKED VESSEL. Half Breadth (moulded) <u>10.02</u> Depth from upper part of Keel to top of Upper Deck Beams <u>11.00</u> Girth of Half Midship Frame (as per Rule) <u>17.90</u> 1st Number <u>38.92</u> 1st Number, if a 3-Decked Vessel .. deduct 7 feet Length <u>94</u> 2nd Number <u>3058</u> Proportions— Breadths to Length... .. Depths to Length—Upper Deck to Keel... .. <u>5.55</u> Main Deck ditto	Master <u>H. J. Nilsson</u> Built at <u>Sjoberg</u> When built <u>1884</u> Launched By whom built <u>C. F. Cavallin</u> Owners <u>C. F. Cavallin</u> Residence <u>Sjoberg by Stockholm</u> Port belonging to <u>Sundswall</u> Destined Voyage <u>River Plate</u> If Surveyed while Building, Afloat, or in Dry Dock. <u>Floating Dock Altona.</u>
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DIMENSIONS OF SHIP PER REGISTER, length, breadth, depth,	Feet.		Inches.		Feet.		Inches.		Power of Engines ...	Horse.	No. of Decks with flat laid		No. of Tiers of Beams	
	Inches.			Inches.	16ths.	Inches.	16ths.							
Length	94		20	4	10	3								
Breadth														
Depth														
Flat Keel Plates, breadth and thickness ...														
PLATES in Garboard Strakes, br'dth & thickness														
From Garboard to upper part of Bilges...														
Of d'bling at Bilge, or increased thickness, and length applied														
From up. prt. of Bilge to lr. edge of Sh'rstrake...														
Main Sheerstrake, breadth and thickness.....														
Of d'bling at Sh'stk. & lng. applied														
From M'n. to Upr. or Spar Dk. Sh'rstrake....														
Up. or Spar Dk Sh'rstrake, brdth & thickn'ss...														
Butt Straps to outside plating, breadth & thickness														
Lengths of Plating <u>over r' frames</u>														
Shifts of Plating, and Stringers														
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...														
Angle Iron on ditto														
Tie Plates fore and aft, outside Hatchways														
Diagonal Tie Plates on Beams No. of Pairs														
Flat of Up., Spar, or Awning Dk.*														
How fastened to Beams														
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness														
Is the Stringer Plate attached to the outside plating? <u>yes</u>														
Angle Irons on ditto, No. 2 <u>2 1/2 x 2 1/2 x 5/8</u>														
Tie Plates, outside Hatchways ... of pairs														
Diagonal Tie Plates " do.														
How fastened to Beams <u>as above</u>														
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams														
Is the Stringer Plate attached to the outside plating?														
Angle Irons on ditto, No.														
Stringer or Tie Plates, outside Hatchways ...														
Flat of Lower Deck*														
Ceiling betwixt Decks, thickness and material ...														
" in hold do. do. ...														
Main piece of Rudder, diameter at head ...														
do. at heel														
Can the Rudder be unshipped afloat? <u>yes</u>														
Bulkheads No. <u>3</u> No. per Rule														
" Thickness of <u>1/4 to 5/16</u>														
" Height up to <u>main deck</u>														
" How secured to sides of ship <u>double angle iron</u>														
" Size of Vertical Angle Irons <u>2 1/4 x 2 3/4</u> and distance apart <u>18 ins.</u>														
" Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>														

For River purposes only

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 how deck is laid thereon.

FRAMES extend in one length from centre of keel to main deck Riveted through plates with 5/8 in. Rivets, about 5 apart.

REVERSED ANGLE IRONS on floors and frames extend middle line to bilge and to alternately

Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

LAYING. Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 2 3/8 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 2 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 3/8 ins. from centre to centre.

Butts of one 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 3/4 in. diameter, averaging 2 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/8 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, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. **Butts of Upper or Spar Stringer Plate, treble riveted for length length.**

Breadth of laps of plating in double riveting 4 3/4 Breadth of laps of plating in single riveting

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

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

Manufacturer's name or trade mark, Consett Iron Works. The Keel plate Swedish Iron

The above is a correct description.

Builder's Signature, Emil Taddeus Register
 Surveyor's Signature, Emil Taddeus Register
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Well fitted*
 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 wood* 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, made of riveting, quality of Materials and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *Two small wooden masts*

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.	
3 Sails	SAILS.	85	7/8	18 1/4 Tons			Bower Anchors						
	CABLES, &c.	65	3/4	9 1/8 "			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						
	Chain						Robt Burrell	1	4.2.0	6.17.2.0			
	Fore Sails,					Robt Burrell, Son Walker July 22/84	Low Walker	1	4.1.7	6.13.3.0			
	Fore Top Sails,						July 16./84						
	Fore Topmast Stay Sails,												
	Main Sails,		75	6			Stream Anchor	1	1.1.0				
	Main Top Sails,		90	4			Kedge	1	-2.0				
	and						2nd Kedge						
		quality <i>good</i>											

Standing and Running Rigging *new and* sufficient in size and *good* in quality. She has *one* Long Boat *and* of *abt. 18'* long
 The Windlass is *a steam winch* Capstan *and* Rudder *Pumps two*
Engine Room Skylights.—How constructed? *Above Poop deck* How secured in ordinary weather? *well*
 What arrangements for deadlights in bad weather?
Coal Bunker Openings.—How constructed? *No openings* How are lids secured? Height above deck?
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two ports on each side*

Cargo Hatchways.—How formed? *Of 1/4 inch iron plate 36 inches above deck*
 State size **Main Hatch** *22' x 9'* Forehatch Quarterhatch
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *One web beam.*
Hatches. If strong and efficient?

Order for Special Survey No.	DMS of Surveys helwhile blding as at Sectin 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened,
No.		4th. When the ship's decks were laid, and the plating was finally coated or varnished
in builder's yard.		5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Vessel placed in Floating Dock, bottom sight and found in very good condition. The screw frame I found too light 4 1/2 x 2 1/2, I strengthened the same with two plates on each side 12 x 7/8 and the bottom made to an angle and riveted upon a plate of 12" wide & 1" thick. She also received a Collision Bulkhead, fitted between two frames. The cement has been examined by lifting the ceiling and found in good condition. The beams in the vessel are angles 3 x 3 1/2 altern frames; she has on each side of the hatch, two bulb beams 7 1/2 x 1/2, the angles are 3 x 3 1/2. The Forecastle is 23' long & 6' high, the Poop 26 1/2' long and 9' high, under which is the Engine room and the main deck over this part is of iron 1/4" thick*

I am of opinion that the workmanship and materials are very good.

State if one, two, or three decked vessel, or if spar, or screw driven; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form)
 How are the surfaces preserved from oxidation? Inside *Painted 3 coats, bottom cemented* Outside *3 coats of paint.*

I am of opinion this Vessel should be Classed *A1* for river purposes.
 The amount of the Entry Fee ... £ 1 : 0 : 0 is received by me,
 Special ... £ 10 : 0 : 0 Jan 7 1885
 Certificate ... £ 2 : 0 : 0
 (to be sent as per margin).
 (Travelling Expenses, if any, £ 1. 10. 0).

Committee's Minute *not +*
 Character assigned *A1 for river purposes only*
 TUESDAY 13 JAN 1885
 18
 Emil Taddesal
 Surveyor to Lloyd's Register of British and Foreign Shipping.

RE
 No. in Survey held at Book.
 on the
 Lines made at
 Meters made at
 Registered Horse Power
ENGINES, &c.
 Description of Engines
 Diameter of Cylinders
 Diameter of Screw shaft
 Diameter of screw
 of Feed pumps
 of Bilge pumps
 Where do they pump from
 of Donkey Engines
 on
 all the bilge suction pipes
 of bilge injections
 are the pumps worked
 all connections with the
 they fixed sufficiently high
 they each fitted with a discharge
 at pipes are carried through
 all pipes, cocks, valves, &c.
 the pipes, cocks, and valves
 when were stern tube, propeller
 the screw shaft tunnel was
VALVES, &c.
 Number of Boilers
 Working Pressure
 Description of superheating
 each boiler be worked separately
 of square feet of fire grate
 to each boiler
 of safety valves to superheaters
 smallest distance between boiler
 diameter of boiler
 thickness of shell plates
 of plating
 of manholes in shell
 of Furnaces in each boiler
 thickness of plates
 working pressure of furnaces
 combustion chamber plating,
 thickness of stays to ditto, sides
 stays are fitted with nuts
 diameter of stays at smallest
 thickness of plates in steam space, thickness
 working pressure by rules
 thickness of plates at bottom, thickness

Reference should be made to any correspondence connected with the case.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

