

# Altouga IRON SHIP.

Survey held at *Hamburg* Date, First Survey *December 10<sup>th</sup> 1884* Last Survey *January 6<sup>th</sup> 1885*  
 the *Iron S.S. "Wilhelm"*

NAGE under Tonnage Deck of Third, Spar, Awning Deck. of Poop, or ised Qr. Dk. of Houses on Deck of Forecastle Tonnage Crew Space Engine Room ster Tonnage out on Beam	ONE, <del>DECKED VESSEL.</del>  Half Breadth (moulded) ... .. 10. 02 Depth from upper part of Keel to top of Upper Deck Beams ... 11. 00 Girth of Half Midship Frame (as per Rule) ... .. 17. 90 1st Number ... .. 38. 92 1st Number, if a 3-Decked Vessel .. deduct 7 feet Length ... .. 94 2nd Number ... .. 3058 Proportions— Breadths to Length... .. Depths to Length—Upper Deck to Keel... .. 8. 55 Main Deck ditto ... ..	Master <i>H. J. Nilsson</i> Built at <i>Sjoberg</i> When built <i>1884</i> Launched By whom built <i>G. F. Cavallin</i> Owners <i>G. F. Cavallin</i> Residence <i>Sjoberg by Stockholm</i> Port belonging to <i>Sundswall</i> Destined Voyage <i>River Plate</i> If Surveyed while Building, Afloat, or in Dry Dock. <i>Floating Dock Altouga.</i>
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NGTH deck as Rule ... 94 -	Feet. Inches. BREADTH— Moulded... .. 20 4	Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... .. 10 3 Do. do. Main Deck Beams.....	Feet. Inches. Power of Engines ... ..	Horse. Nº. of Decks with flat laid Nº. of Tiers of Beams
ensions of Ship per Register, length,	breadth,	depth,		
EL, depth and thickness ... ..	Inches in Ship.	Inches per Rule.		
EM, moulding and thickness... ..	<i>5 1/2 x 1 3/8</i>			
ERN-POST for Rudder do. do. ... ..				
for Propeller ... ..	<i>23</i>			
ance of Frames from moulding edge to moulding edge, all fore and aft ... ..		(Class ... )		
AMES, Angle Iron, for 2/3 length amidships ... ..	Inches. In Ship. 16ths. In Ship. 16ths. In Ship. 16ths. In Ship. 16ths. In Ship. 16ths.			
do. for 1/2 at each end ... ..	<i>2 1/2 2 1/2 5</i>			
VERSED FRAMES, Angle Iron ... ..	<i>2 1/4 2 1/4 4</i>			
DOORS, depth and thickness of Floor Plate mid line for half length amidships ... ..	<i>9 0 6 8</i>			
thickness at the ends of vessel ... ..				
depth at 2/3 the half-bdth. as per Rule ... ..				
height extended at the Bilges... ..				
AMS, Upper, Spar, or Awning Deck gle or d'ble Ang. Iron, Plate or Tee Bulb Iron gle or double Angle Iron on Upper edge ... ..				
average space... ..				
AMS, Main, or Middle Deck ... ..				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron gle, or double Angle Iron, on Upper Edge ... ..	<i>0 3 8</i>			
average space... ..	<i>4 0</i>			
AMS, Lower Deck Hatch Beams ... ..	<i>7 1/2 8</i>			
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron gle or double Angle Iron on Upper Edge ... ..				
average space... ..				
AMS, Hold, or Orlop ... ..				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron gle or double Angle Iron on Upper Edge ... ..				
average space... ..	<i>9 8</i>			
ELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... ..				
Rider Plate ... ..				
Bulb Plate to Intercoastal Keelson ... ..				
Angle Irons ... ..	<i>3 1/2 5 1/2 8</i>			
Double Angle Iron Side Keelson ... ..				
Side Intercoastal Plate ... ..				
do. Angle Irons ... ..				
Attached to outside plating with angle iron ... ..	<i>2 1/2 2 1/2 5</i>			
LGE Angle Irons <i>three</i> ... ..				
do. Bulb Iron... ..				
do. Intercoastal plates riveted to plating for length ... ..				
LGE STRINGER Angle Irons ... ..				
Intercoastal plates riveted to plating for length ... ..				
DE STRINGER Angle Irons ... ..				

FRAMES extend in one length from *centre of Keel* to *main deck* Riveted through plates with *7/8* in. Rivets, about *5* apart.  
 REVERSED ANGLE IRONS on floors and frames extend middle line to *bilge* and to alternately  
 EELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*  
 LATING. 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.  
 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, Surveyor's Signature, *Ernst Tadelius*  
 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 how deck is laid thereon.



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 & Supplied.	ANCHORS.	N°.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
N°.	CABLES, &c.											
	Chain	85	7/8	18 1/4 Tons								
	Fore Sails,	65	3/4	9 1/8 "								
	Fore Top Sails,											
	Fore Topmast Stay Sails,											
	Main Sails,											
	Main Top Sails,											
	and											
	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*

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'* Fore hatch Quarter hatch

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. \_\_\_\_\_ Date \_\_\_\_\_  
Order for Ordinary Survey No. \_\_\_\_\_  
No. \_\_\_\_\_ in builder's yard.

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, }  
4th. When the ship's decks were laid, and }  
5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.) *Vessel placed in Floating Dock, bottom sighted 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 6 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 6' 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 sailing vessel; and the lengths of poop, bridge, fore-castle, 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 : 6

(Travelling Expenses, if any, £ 1 : 10 : 0).

Committee's Minute

Character assigned

TUESDAY 13 JAN 1885

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



Lloyd's Register  
Foundation