

# IRON SHIP.

(Received at London Office, 13 MARCH 1885)

No. 704 Survey held at Hamburg Date, First Survey Septemb. 1884 Last Survey March 9<sup>th</sup> 1885  
On the Iron Ste. St. "Stockholm"

764

<b>TONNAGE</b> under Tonnage Deck } <u>489.29</u>	<b>ONE, <del>DECKED</del> DECKED VESSEL,</b>	Master <u>Peter Blohm</u>
Ditto of Third, Spar, or Awning Deck } <u>007.34</u>	<b>Half Breadth</b> (moulded) ... .. <u>13.50</u>	Built at <u>Hamburg</u>
Ditto of Poop, or Raised Or. Dk. } <u>25.91</u>	<b>Depth</b> from upper part of Keel to top of Upper Deck Beams <u>14.92</u>	When built <u>1884</u> Launched <u>Jan<sup>y</sup> 31.85</u>
Ditto of Houses on Deck } <u>120.44</u>	<b>Girth</b> of Half Midship Frame (as per Rule) ... .. <u>26.00</u>	By whom built <u>Reihersstieg Sch. Werfte</u>
Ditto of Forecastle } <u>460.99</u>	<b>1st Number</b> ... .. <u>5442</u>	Owners <u>A. M. Gericke</u>
Gross Tonnage } <u>120.44</u>	<b>1st Number, if a 3-Decked Vessel</b> .. deduct 7 feet	Residence <u>beim neuen Thoren 2</u>
Less Crew Space } <u>25.91</u>	<b>Length</b> ... .. <u>180.0</u>	Port belonging to <u>Hamburg</u>
Less Engine Room } <u>120.44</u>	<b>2nd Number</b> ... .. <u>9792</u>	Destined Voyage <u>Baltic</u>
Register Tonnage as cut on Beam } <u>460.99</u>	<b>Proportions</b> — Breadths to Length .. ..	If Surveyed while Building, <u>Afloat or in Dry Dock.</u>
	Depths to Length—Upper Deck to Keel .. .. <u>12.07</u>	
	Main Deck ditto .. ..	

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 <sup>o</sup> . of Decks with flat laid one	N <sup>o</sup> . of Tiers of Beams one
Dimensions of Ship per Register, length, <u>55.17</u> breadth, <u>8.33</u> depth, <u>3.49</u>				DEPTH Moulded ...					
<b>KEEL</b> , depth and thickness ...	<u>7/2 x 2 1/8</u>	Inches in Ship.		Inches per Rule.		<b>Flat Keel Plates</b> , breadth and thickness ...			
<b>STEM</b> , moulding and thickness ...	<u>6 3/4 x 2 1/8</u>			<u>7/2 x 2 1/8</u>		<b>PLATES</b> in Garboard Strakes, br'dth & thickness	<u>32</u>	<u>9x8</u>	
<b>STERN-POST</b> for Rudder do. do. ...	<u>6 3/4 x 4 1/4</u>			<u>6 3/4 x 2 1/8</u>		From Garboard to upper part of Bilges ...		<u>8x7</u>	
" " for Propeller ...	<u>6 3/4 x 4 1/4</u>			<u>6 3/4 x 4 1/4</u>		Of d'bling at Bilge, or increased thickness, and length applied off Bilge ...		<u>9</u>	
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<u>22</u>			<u>22</u>		From up. prt of Bilge to l.r. edge of Sh'rstrake ...		<u>8x7</u>	
<b>FRAMES</b> , Angle Iron, for 3/4 length amidships ...	<u>3 1/2</u>	Inches. In Ship.	<u>3</u>	Inches. In Ship.	<u>6</u>	Main Sheerstrake, breadth and thickness ...	<u>33</u>	<u>13.12.11</u>	
Do. for 1/2 at each end ...	<u>3 1/2</u>		<u>3</u>		<u>5</u>	Of d'bling at Sh'stk. & lng. applied			
<b>REVERSED FRAMES</b> , Angle Iron ...	<u>3</u>		<u>2 1/2</u>		<u>5</u>	From M.a. to Upr. or Spar Dk. Sh'rstrake ...			
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships under E. Room ...	<u>15 1/2</u>		<u>6x7</u>		<u>15</u>	Upr. or Spar Dk. Sh'rstrake, br'dth & thickness ...			
" thickness at the ends of vessel ...			<u>5</u>		<u>5</u>	Butt Straps to outside plating, breadth & thickness	<u>15x10</u>	<u>1/16 thicker than plating</u>	
" depth at 3/4 the half-bdth. as per Rule ...					<u>31</u>	Lengths of Plating over 6 frames			
" height extended at the Bilges ...	<u>31</u>				<u>31</u>	Shifts of Plating, and Stringers two & four frames			
<b>BEAMS</b> , Upper, Spar, or Awning Deck } <u>5</u>	<u>3</u>		<u>6</u>	<u>5</u>	<u>3</u>	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 } <u>5</u>	<u>3</u>		<u>7</u>	<u>5</u>	<u>3</u>	Angle Iron on ditto ...			
Single or double Angle Iron on Upper edge } <u>5</u>	<u>3</u>		<u>7</u>	<u>5</u>	<u>3</u>	Tie Plates fore and aft, outside Hatchways			
Average space ...	<u>22</u>			<u>22</u>		Diagonal Tie Plates on Beams No. of Pairs			
<b>BEAMS</b> , Main, Middle Deck } <u>5</u>	<u>3</u>		<u>7</u>	<u>5</u>	<u>3</u>	Flat of Up., Spar, or Awning Dk. *			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u>	<u>3</u>		<u>7</u>	<u>5</u>	<u>3</u>	How fastened to Beams ...			
Single or double Angle Iron on Upper Edge } <u>5</u>	<u>3</u>		<u>7</u>	<u>5</u>	<u>3</u>	Stringer Plate on ends of Main or Middle Deck } <u>26</u>	<u>8x6</u>	<u>26</u>	<u>8</u>
Average space ...	<u>22</u>			<u>22</u>		Beams, breadth and thickness ...			
<b>BEAMS</b> , Lower Deck— } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		Is the Stringer Plate attached to the outside plating? <u>yes</u>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		Angle Irons on ditto, No. <u>two</u> <u>4x3</u> x <u>6/16</u>			
Single or double Angle Iron on Upper Edge } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		Tie Plates, outside Hatchways ...			
Average space ...	<u>22</u>			<u>22</u>		Diagonal Tie Plates on Beams, No. of pairs		<u>6x5</u>	
<b>BEAMS</b> , Hold, or Stowage } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		Flat of Middle Deck* do. do. <u>iron</u>			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		How fastened to Beams <u>riveted</u>			
Single or double Angle Iron on Upper Edge } <u>7 1/2</u>	<u>7</u>		<u>7 1/2</u>	<u>7</u>		Stringer Plates on ends of Lower Deck, Hold or Stowage Beams ...	<u>12</u>	<u>7</u>	<u>12</u>
Average space ...	<u>22</u>			<u>22</u>		Is the Stringer Plate attached to the outside plating? <u>yes</u>			
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates ...	<u>12</u>		<u>9</u>	<u>12</u>	<u>9</u>	Angle Irons on ditto, No. <u>four</u> <u>4x3</u> x <u>6/16</u>			<u>6</u>
" Rider Plate ...	<u>9 1/2</u>		<u>9</u>	<u>9 1/2</u>	<u>9</u>	Stringer or Tie Plates, outside Hatchways			
" Bulb Plate to Intercostal Keelson ...						Flat of Lower Deck *			
" Angle Irons ...						Ceiling betwixt Decks, thickness and material ...	<u>2 1/2</u>	<u>2 1/2</u>	
" Double Angle Iron Side Keelson ...	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	" in hold do. do. ...	<u>2 1/2</u>	<u>2 1/2</u>	
" Side Intercostal Plate ...			<u>4</u>		<u>4</u>	Main piece of Rudder, diameter at head ...	<u>4 1/2</u>	<u>4 1/2</u>	
" do. Angle Irons ...	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	do. at heel ...	<u>2 3/4</u>	<u>2 3/4</u>	
" Attached to outside plating with angle iron						Can the Rudder be unshipped afloat? <u>yes</u>			
<b>BILGE</b> Angle Irons ...	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	Bulkheads No. <u>5</u> No. per Rule <u>4</u> <u>yes</u>			
" do. Bulb Iron ...	<u>6 1/2</u>		<u>6</u>	<u>6 1/2</u>	<u>6</u>	" Thickness of <u>7/16</u>			
" do. Intercostal plates riveted to plating for length						" Height up <u>Main quarter deck</u>			
<b>BILGE STRINGER</b> Angle Irons ...	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	" How secured to sides of ship <u>by two frames</u>			
Intercostal plates riveted to plating for length						" Size of Vertical Angle Irons <u>3 1/2 x 3 x 6/16</u> and distance apart <u>30</u> ins.			
<b>SIDE STRINGER</b> Angle Irons ...						" Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>			

\* If Iron Deck, state of whole or part, and if wood-deck is laid thereon.

The **FRAMES** extend in one length from Keel to main & quarter deck Riveted through plates with 3/4 in. Rivets, about 0 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Main deck and to top of bilge 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 1 in. diameter, averaging 3 1/2 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 3 ins. from centre to centre.

" Butts of three 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 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 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 1 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? treble No. of Breasthooks, two Crutches, two

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

Manufacturer's name or trade mark, Plates, Conssett Iron Co. (Lim) Angles & Bulbs, Dormann Long & Co.

The above is a correct description of the above.

Builder's Signature, Peter Blohm Surveyor's Signature, Ernst Pöhlke

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

Form No. 1 for Iron Ships—1900—16111221

11111111-10211

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Yes*  
 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 *Two wooden pole masts*

NUMBER for EQUIPMENT *10775*

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	<i>195</i>	<i>1 3/16</i>	<i>28 Tons</i>	<i>195 x 1 3/16</i>	<i>E. R. Tipton Dec 20, 1884</i>	Bower Anchors					
	Fore Top Sails,	Iron Stream Chain	<i>00</i>	<i>1 3/16</i>	<i>14 3/8 Tons</i>	<i>00 x 1 3/16</i>	<i>E. R. Tipton Dec 31, 1884</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>1</i>	<i>12.1.7</i>	<i>14.4.0.7</i>	<i>12</i>	
	Fore Topmast Stay Sails,	or Steel Wire							<i>1</i>	<i>12.0.0</i>	<i>13.17.2.0</i>		
	Main Sails,	or Hempen Strm Cable	<i>75</i>	<i>8 1/2</i>		<i>75 x 8 1/2</i>			<i>1</i>	<i>10.1.14</i>	<i>12.6.2.7</i>	<i>10 1/4</i>	
	Main Top Sails,	Towline, Hemp						Stream Anchor	<i>1</i>	<i>4.0.7</i>	<i>6.10.0.0</i>	<i>4</i>	
	and	or Steel Wire	<i>90</i>	<i>0 1/2</i>		<i>90 x 1/2</i>		Kedge	<i>1</i>	<i>2.0.0</i>	<i>4.10.0.0</i>	<i>2</i>	
	Standing and Running Rigging	Warp						2nd Kedge	<i>1</i>	<i>7.7.0</i>		<i>1</i>	
	The Windlass is	quality <i>good</i>							<i>3</i>			<i>22 x 5.6</i>	
	Engine Room Skylights.	of wire										<i>22 x 5.0</i>	
	How constructed?	sufficient in size and <i>good</i> in quality. She has										<i>19 x 5.4</i>	
	How are lids secured?	<i>Walker's patent</i> Capstan											
	How secured in ordinary weather?	<i>good</i> Pumps <i>good</i>											
	Coal Bunker Openings.	<i>Above Bridge Deck</i>											
	How constructed?	<i>Slate</i>											
	How are lids secured?	<i>solid hatches</i>											
	Height above deck?	<i>12 inches</i>											
	Scuppers, &c.	Three Scuppers & 3 Ports on each side											
	What arrangements for clearing upper deck of water, in case of shipping a sea?	<i>Three Scuppers &amp; 3 Ports on each side</i>											
	Cargo Hatchways.	How formed?	<i>3 ft above deck &amp; 2'-6" of 3/8" iron plates</i>										
	State size	Main Hatch <i>184 x 9</i>											
	Forehatch	<i>92 x 9</i>											
	Quarterhatch	<i>184 x 9</i>											
	If of extraordinary size, state how framed and secured?												
	What arrangement for shifting beams?	<i>Web beams on main &amp; after hatch</i>											
	Hatches, If strong and efficient?	<i>Solid</i>											

Reference should be made to any correspondence connected with the case.  
*Schooner Rigged*  
*All sail double*

Order for Special Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
 Order for Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
 No. *358* 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 }  
 State dates of letters respecting this case \_\_\_\_\_

General Remarks (State quality of workmanship, &c.) *The vessel has a raised quarter deck of 56 feet long, a bridge deck 50 feet also Forecastle 25 feet long. The iron work is very good as also the wood work and equipment.*

Order for Special Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
 Order for Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
 No. *358* in builder's yard. DATES of Surveys held while building as per Section 18. {  
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 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 }  
 State dates of letters respecting this case \_\_\_\_\_

State if one, two, or three decked vessel, or if ~~single~~ *double* decked; and the lengths of ~~main~~ *main*, ~~bridge~~ *bridge*, ~~forecastle~~ *forecastle*, or raised quarter deck. (If double bottom, state particulars on separate form.)  
 How are the surfaces preserved from oxidation? Inside \_\_\_\_\_ Outside \_\_\_\_\_  
 I am of opinion this Vessel should be Classed \_\_\_\_\_  
 The amount of the Entry Fee .....£ *3 : 0 : 0* is received by me, }  
 Special .....£ *30 : 7 : 0* March 1885 }  
 (to be sent as per margin). Certificate ... *0 : 5 : 0*  
 (Travelling Expenses, if any, £ \_\_\_\_\_).  
 Committee's Minute \_\_\_\_\_ FRIDAY 20 MARCH 1885 18  
 Character assigned \_\_\_\_\_

Signature: *Emil Taddesat*  
 Surveyor to Lloyd's Register of British and Foreign Shipping  
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 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. \_\_\_\_\_  
 No. \_\_\_\_\_  
 Reg. B. \_\_\_\_\_  
 Master \_\_\_\_\_  
 Engines \_\_\_\_\_  
 Boiler \_\_\_\_\_  
 Register \_\_\_\_\_  
 ENGIN \_\_\_\_\_  
 Descriptio \_\_\_\_\_  
 Diameter \_\_\_\_\_  
 Diameter \_\_\_\_\_  
 Diameter \_\_\_\_\_  
 No. of F \_\_\_\_\_  
 No. of B \_\_\_\_\_  
 Where do \_\_\_\_\_  
 No. of Do \_\_\_\_\_  
 engine \_\_\_\_\_  
 Are all the \_\_\_\_\_  
 No. of bilge \_\_\_\_\_  
 How are th \_\_\_\_\_  
 Are all con \_\_\_\_\_  
 Are they fix \_\_\_\_\_  
 Are they eac \_\_\_\_\_  
 What pipes \_\_\_\_\_  
 Are all pipe \_\_\_\_\_  
 Are the pipe \_\_\_\_\_  
 When were s \_\_\_\_\_  
 Is the screw \_\_\_\_\_