

# IRON SHIP.

No. 775 Survey held at Flensburg Date, First Survey Sept 1884 Last Survey April 15<sup>th</sup> 1885  
 On the S.S. Sirius (Received at London Office, Red 9/5/85)

TONNAGE under  
 Tonnage/Deck } 835.90  
 Ditto of Third, Spar,  
 or Awning Deck }  
 Ditto of Poop, or  
 Raised Or. Dk. }  
 Ditto of Houses  
 on Deck }  
 Ditto of Forecastle  
 Gross Tonnage } 860.86  
 Net Space

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) ... .. 14.25  
 Depth from upper part of Keel to top of Upper Deck Beams 16.00  
 Girth of Half Midship Frame (as per Rule) ... .. 26.50  
 1st Number ... .. 50-75  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet  
 Length ... .. 190  
 2nd Number ... .. 10782  
 Proportions—Breadths to Length... .. 6.67  
 Depths to Length—Upper Deck to Keel... .. 11.87  
 Main Deck ditto ... ..

Master A. Juell  
 Built at Flensburg  
 When built 1884/85 Launched 26/2/85  
 By whom built Flensb. Schiffbau Ges.  
 Owners Bergenske Dampskibsselskab  
 Residence Bergen, Norway  
 Port belonging to Bergen  
 Destined Voyage Ham. to Norway  
 If Surveyed while Building, Afloat, or in Dry Dock.

GTH deck as 190 - BREADTH—Moulded... 28 6 DEPTH top of Floors to Upper Deck Beams 16 0  
 Rule ... 16 0 Do. do. Main Deck Beams... 23 4 Power of Engines ... 150 Horse. N° of Decks with flat laid 3  
 Dimensions of Ship per Register, length, 191.2 breadth, 28.8 depth, 20.3 DEPTH Moulded 15 4 in. N.P. N° of Tiers of Beams 3

EL, depth and thickness Side bars Inches in Ship. Inches per Rule.  
 EM, moulding and thickness... .. 7 x 1 1/4  
 ERN-POST for Rudder do. do. ... .. 7 x 2 1/2  
 for Propeller ... .. 7 x 4 1/2  
 Distance of Frames from moulding edge to moulding edge, all fore and aft ... .. 22

FRAMES, Angle Iron, for  $\frac{1}{2}$  length amidships ... 3 1/2 3 6 3 1/2 3 6  
 Do. for  $\frac{1}{4}$  at each end ... .. 3 2 1/2 5 3 2 1/2 5

REVERSED FRAMES, Angle Iron ... ..  
 depth and thickness of Floor Plate ... ..  
 line for half length amidships ... ..  
 thickness at the ends of vessel ... ..  
 depth at  $\frac{1}{4}$  the half-bath. as per Rule ... ..  
 height extended at the Bilges... ..

Upper, Spar, or Awning Deck } 5 3 7 5 3 7  
 Double Ang. Iron, Plate or Tee Bulb Iron }  
 Double Angle Iron on Upper edge ... ..  
 gage space... .. 44

Main, or Middle Deck ... ..  
 Double Ang. Iron, Plate or Tee Bulb Iron } 7 7 7 7  
 Double Angle Iron, on Upper Edge ... ..  
 gage space... .. 44

Lower Deck... ..  
 Double Ang. Iron, Plate or Tee Bulb Iron } 6 3 7 6 3 7  
 Double Angle Iron on Upper Edge ... ..  
 gage space... .. 44

Hold or Orlop... ..  
 Double Ang. Iron, Plate or Tee Bulb Iron }  
 Double Angle Iron on Upper Edge ... ..  
 gage space... .. 44

ONS Centre line, single or double plate, } 40 8 40 8  
 box, or Intercoastal, Plates ... ..  
 Bulb Plate Bank top middle ... .. 6

Bulb Plate to Intercoastal Keelson ... ..  
 Angle Irons 3 1/2 x 3 1/2 x 7/16 ... .. 5  
 Double Angle Iron Side Keelson ... ..  
 Side Intercoastal Plate ... ..

do. Angle Irons ... ..  
 Attached to outside plating with angle iron ... ..  
 Angle Irons om. Bilge ... .. 4 1/2 3 7 4 1/2 3 7  
 do. Bulb Iron... ..  
 do. Intercoastal plates riveted to plating for length

STRINGER Angle Irons ... ..  
 Intercoastal plates riveted to plating for length

STRINGER Angle Irons ... ..  
 FRAMES extend in one length from Keel to Upper deck

REVERSED ANGLE IRONS on floors and frames extend from middle line to above Main deck and to alternately  
 SONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

ING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 3/4 ins. from centre to centre.  
 Butts of two 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 3/4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 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 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length

Breadth of laps of plating in double riveting 4 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 & double No. of Breasthooks, 11 Crutches,  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Strake A.B.C.D.E of Steel  
 Manufacturer's name or trade mark, Sormann, Song & Co. Middlebro' Scottish Steel Co. No reduction made.  
 The above is a correct description.  
 Builder's Signature, SCHIFFBAU-GESELLSCHAFT Surveyor's Signature, Emil Padderaf  
 Surveyor to Lloyd's Register of British and Foreign Shipping

Flat Keel Plates, breadth and thickness ... ..  
 PLATES in Garboard Strakes, br'dth & thickness ... ..  
 From Garboard to upper part of Bilges... .. 9 x 8  
 Of d'bling at Bilge, or increased thickness, and length applied ... .. 9  
 From up. prt of Bilge to l.r. edge of Sh'rstrake... .. 8  
 Main Sheerstrake, breadth and thickness... .. 33 11 x 8 33 11  
 Of d'bling at Sh'stk. & Ing. applied ... ..  
 From M'n. to Up. or Spar Dk. Sh'rstrake... .. 5  
 Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss... .. 14 1/2 5  
 Butt Straps to outside plating, breadth & thickness 9 3/4 1/16 thicker

Lengths of Plating Frame spacing  
 Shifts of Plating, and Stringers 3 x 2 7 frames  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... .. 23 6 23 6

Angle Iron on ditto 3 1/2 x 3 1/2 x 7/16 ... ..  
 Tie Plates fore and aft, outside Hatchways ... .. 9 8 9 8  
 Diagonal Tie Plates on Beams No. of Pairs ... ..  
 Flat of Up., Spar, or Awning Dk. \* 5 x 3  
 How fastened to Beams Screws

Stringer Plate on ends of Main or Middle Deck } 40 8 40 8  
 Beams, breadth and thickness ... ..  
 Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. two 3 1/2 x 3 1/2 x 7/16  
 Tie Plates, outside Hatchways ... .. 9 8 9 8  
 Diagonal Tie Plates on Beams, No. of pairs ... ..  
 Flat of Main Deck \* do. do. 5 x 3 1/2  
 How fastened to Beams screws

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... .. 23 7 23 7  
 Is the Stringer Plate attached to the outside plating? yes

Angle Irons on ditto, No. two ... .. 3 1/2 x 3 1/2 x 7/16 3 1/2 x 3 1/2 x 7/16  
 Stringer or Tie Plates, outside Hatchways ... .. 9 7 9 7  
 Flat of Lower Deck \* 2 1/2

Ceiling betwixt Decks, thickness and material ... .. 2 1/2 pine 2 1/2  
 in hold do. do. 2 1/2 do. 2 1/2  
 Main piece of Rudder, diameter at head ... .. 5  
 do. at heel ... .. 3

Can the Rudder be unshipped afloat? yes  
 Bulkheads No. 11 No. per Rule  
 Thickness of 7/16  
 Height up to main deck

How secured to sides of ship by double frames  
 Size of Vertical Angle Irons 3 x 3 1/2 x 9/16 and distance apart 2 6 ins.  
 Are the outside Plates doubled two spaces of Frames in length? yes

Riveted through plates with 3/4 in. Rivets, about 6 apart.

alternately

yes

yes

yes

yes

yes

yes

yes

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

Form No. 1 for Iron Ships—1000—10/11/11



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 condition, and sufficient in size and length. If of Iron or Steel give Scantling, 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 Material, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit

*Main-mast 60.0 in length. Diam. in deck 19 1/2. Round 14 1/2. Steel 14 1/2 7/16 x 7/16*  
*Fore-mast 64.0 " " " " " " " " " "*

NUMBER for EQUIPMENT 13508		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.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
N <sup>o</sup> .												
Fore Sails,	Chain .....	240	1 7/16	27 1/8	270 x 1 7/16		John Iron					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	John Iron		27 1/8	270 x 1 7/16	6.84	1					
Fore Top Sails,	Iron Stream Chain	60	1 5/16	15 3/4	60 x 1 5/16		Aash. Supr. Nov. 22/84					
	or Steel Wire ..						1					
Fore Topmast Stay Sails,	or Hempen Strm Cable .....						1					
	Towline, Hemp.	90	9 1/2		90 x 9 1/2		1					
Main Sails,	or Steel Wire ..	90	7 1/2		90 x 7 1/2		Stream Anchor					
	Hawser .....	90	5 1/2		90 x 5 1/2		1					
Main Top Sails, and	Warp .....						Kedge ...					
	quality <i>Prima</i>						1					
	Standing and Running Rigging <i>Wire &amp; hemp</i>						2nd Kedge ...					
	The Windlass is <i>Patent Steam</i>						1					

Capstan and Rudder *with steam steering gear* Pumps 5

Engine Room Skylights.—How constructed? *Iron Comings* How secured in ordinary weather? *Solid teak tops fitter*

What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings.—How constructed? *On Main deck round opening* How are lids secured? *With hooks* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four Scuppers on each side*

Cargo Hatchways.—How formed? *With iron Comings 16 above deck*

State size Main Hatch *11.0 x 7.0* Forehatch *none* Quarterhatch *7.4 x 5.6*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *yes.*

Order for Special Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
Order for Ordinary Survey No. \_\_\_\_\_ Date \_\_\_\_\_  
No. *76* 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 }

General Remarks (State quality of workmanship, &c.) *Awning deck vessel Cellular bottom*  
*Load line 14.7*  
*Free board 1.7 1/2*

The side Ports are strengthened with double plating & angle irons. The former are water tight and very strongly constructed, the double bottom tested and found watertight. The angle iron and the top plating are of English Iron. Five strakes in the bottom are of steel and no reduction made. The decks are of Swedish pine and Companion, deck-houses, rails & skylights are of teak. The vessel has been built for the passenger trade between Hamburg and Norway. The workmanship, as well as the equipment are very good.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

How are the surfaces preserved from oxidation? Inside 3 coats of paint, bottom cemented Outside 3 coats of paint, bottom Patent paint

I am of opinion this Vessel should be Classed *100 A1 Awning deck vessel*

The amount of the Entry Fee .....£ 3 : 0 : 0 is received by me, Special .....£ 41 : 15 : 0 April 1885

(to be sent as per margin). Certificate ... : 5 : 0 (Travelling Expenses, if any, £ 0.0.0.)

Committee's Minute

Character assigned

Emil Taddesä  
Surveyor to Lloyd's Register of British and Foreign  
Lloyd's Register Foundation

FRIDAY 1 MAY 1885

18