

Steel IRON SHIP.

1315
10 JAN. 89

(Received at London Office, 10 JAN. 89)

No. 1315 Survey held at Hamburg Date, First Survey Aug. 1888 Last Survey January 9 1889
On the Steel Barque, "Potsdam"

TONNAGE under Tonnage Deck } 1330.49
Ditto of Third, Spar, or Awning Deck }
Ditto of Poop, or Rudder Deck } 116.80
Ditto of Houses on Deck }
Ditto of Forecastle }
Gross Tonnage 1447.28
Less Crew Space 30.57
Less Engine Room }
Register Tonnage as cut on Beam } 1410.72

TWO DECKED, TWO-DECKED VESSEL,
Half Breadth (moulded) 19 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 22.10
Girth of Half Midship Frame (as per Rule) 30.5
1st Number 783
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 238
2nd Number 18023
Proportions— Breadths to Length 6
Depths to Length—Upper Deck to Keel 10
Main Deck ditto Keel

Master
Built at Hamburg
When built 1888 Launched Dec 17/88
By whom built Blohm & Voss
Owners F. Saesz
Residence Hamburg
Port belonging to Hamburg
Destined Voyage W. coast America
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule .. 238 Feet. Inches. **BREADTH** Moulded .. 38 Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams .. 22 Feet. Inches. Do. do. Main Deck Beams .. 10 Feet. Inches. Power of Engines — Horse. N^o. of Decks with flat laid two N^o. of Tiers of Beams two

Dimensions of Ship per Register, length, 244.42 breadth, 11.04 depth, 0.34 Moulded depth 22' 5"

| | Inches in Ship | Inches per Rule |
|--|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|
| KEEL , depth and thickness | 9 + 2 1/2 | 9 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 |
| STEM , moulding and thickness | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 |
| STERN-POST for Rudder do. do. | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 | 8 1/2 + 2 1/2 |
| " " for Propeller | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| FRAMES , Angle Iron, for 2/3 length amidships | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 |
| Do. for 1/3 at each end | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 | 5 3/8 |
| REVERSED FRAMES , Angle Iron | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 |
| FLOORS , depth and thickness of Floor Plate at mid line for half length amidships | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| " thickness at the ends of vessel | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| " depth at 2/3 the half-bdth. as per Rule | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| " height extended at the Bilges | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| BEAMS , Upper, Spar, or Awning Deck } Single or double Angle Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge } Average space | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 |
| BEAMS , Main, or Middle Deck } Single or double Angle Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge } Average space | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 |
| BEAMS , Lower Deck } Single or double Angle Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge } Average space | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 |
| BEAMS , Hold, or Orlop } Single or double Angle Iron, Plate or Tee Bulb Iron } Single or double Angle Iron on Upper edge } Average space | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 | 9 5/4 |
| KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| " Rib Plate | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| " Rib Plate to Intercoastal Keelson | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| " Angle Irons | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| " Double Angle Iron Side Keelson | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| " Side Intercoastal Plate | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| " do. Angle Irons | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| " Attached to outside plating with angle iron | 3 3 | 3 3 | 3 3 | 3 3 | 3 3 | 3 3 | 3 3 | 3 3 |
| BILGE Angle Irons | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| " do. Bulb Iron | 9 2/3 | 9 2/3 | 9 2/3 | 9 2/3 | 9 2/3 | 9 2/3 | 9 2/3 | 9 2/3 |
| " do. Intercoastal plates riveted to plating | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| BILGE STRINGER Angle Irons | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| Intercoastal plates riveted to plating for length | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |
| ORLOP STRINGER Angle Irons | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 | 5 4 |

The **FRAMES** extend in one length from Centre of Keel to Main deck Riveted through plates with 3/4 in. Rivets, about 6 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Main deck
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 1/4 in. diameter, averaging 5 7/8 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/6 ins. from centre to centre.
" Butts of three Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2/20 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/6 ins. from cr. to cr.
" Edges of Main Sheerstrake, double 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 5 1/4 Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double Riveted? No. of Breasthooks, 4 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
Manufacturer's name or trade mark Hörder Bergwerk & Hütten Verein at Hörder Steel Tests 25th June
The above is a correct description. W. F. D. von Ollefen
Builder's Signature, Stohmberg Surveyor's Signature, Emil Paddisat
Surveyor to Lloyd's Register of British and Foreign Shipping

HAM117-0162

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 of *Steel* 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

Three plates Bowsprit outside Bed diam. 2 7/8" plate 1 1/2" diam. 2 3/4" plate 1 1/2" diam. 9/32"
double riveted Main & Foremast one piece 119 " 1 1/2" " 2 1/2" " 1 1/2" " 2 3/4" " 1 1/2"
Butts 2/32 Topmast 30 " 2 3/4" " 10 + 8/32
thicker Mizzen mast 82 " 2 1/2" " 1 1/2" diam. 15 pl. 9/32 " 15" " 1 1/2"

| NUMBER & LETTER for SAILS. | EQUIPMENT | CABLES, &c. | Fathoms | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | ANCHORS, No. | Weight. Ex. Stock. | Test per Certificate | Weight req'd per Rule. | Machine where Tested and Superintendent, also Number of Certificate. | |
|----------------------------|--|--------------|---------|---------|-----------------------|------------------|--|---------------|--------------------|----------------------|------------------------|--|----------------------|
| | Chain | | 270 | 1 1/8 | 9 3/4 | 270 x 1 1/8 | N ^o 9755-6 | Bower Anchors | 1 | 35.0.2 | 32.9.1.14 | 34 | N ^o 24115 |
| | Fore Sails, Iron Stream Chain | | 75 | 1 | 18 tons | 75 x 1 | N ^o 18307 | | 1 | 32.0.6 | 30.4.1.14 | 34 | 23610 |
| | Fore Top Sails, or Steel Wire | | | | | | | | | | | | |
| | Fore Topmast Stay Sails, Towline, Hemp | | 90 | 11 | | 90 x 11 | | | | | | | |
| | Main Sails, Hawser | | 90 | 10 | | 90 x 10 | | | | | | | |
| | Main Top Sails, and Warp | | 90 | 6 | | 90 x 6 | | | | | | | |
| | | quality good | | | | | | | | | | | |

Standing and Running Rigging are sufficient in size and good in quality. She has 4 Long Boats and good in size & quality
 The Windlass is *Clarke & Chapman* Capstan *Patent* and Rudder good Pumps good

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? *5 Scuppers & 1 Port 33 x 24*
3 Ports 22" x 24" on each side
Cargo Hatchways.—How formed? *Solid hatches 2 1/2 Pine Comings 24 above deck*
 State size **Main Hatch** *18' x 11'* **Forehatch** *8' x 8'* **Quarterhatch** *10 x 8 feet*
 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. 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 |
|------------------------------|------|-------------------------------|------|------------------------|---|---|--|---|---|---|
| | | | | <i>01</i> | | | | | | |

General Remarks (State quality of workmanship, &c.) *The vessel has a Poop for cabin 14.8 feet long and a deck house for crew 34 feet in length. The steel and iron work are very good. The decks are of Baltic pine, all the other wood is of teak. The rigging is according to Table G & G and the whole of the workmanship, the equipment and outfit are excellent.*

| | | |
|---|--------------------------------------|--------------------|
| 2 | Steel yards length 8.3 feet 20 diam. | plates 11-9-7-9/32 |
| 2 | " " " 71.6 " 17 " | " 9-7-6/32 |
| 2 | " " " 60 " 10 " | " 9-7-6/32 |
| 2 | " " " 57 " 14 " | " 7-7-4/32 |

Butts 1/32 thicker than plating

State if one, two, or three decked vessel, or if open or encased; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Three coats, bottom cemented* Outside *Three coats & 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£ 01 : 8 : 0 18
 (to be sent as per margin). Certificate ... - : 5 : 0
 (Travelling Expenses, if any, £)
 Committee's Minute *JUN 15 1889*
 Character assigned *100A1 Steel 2 str*
La MCP
 Surveyor to Lloyd's Register of British and Foreign Shipping.
Ermit Paddisat
 It is submitted that this vessel appears worthy to be classed 100A1 Steel as recommended
 25th
 Lloyd's Register Foundation
 14/1/89