

# Steel IRON SHIP.

(Received at London Office, 10 JAN. 89)

No. 1315 Survey held at Hamburg Date, First Survey Aug<sup>st</sup> 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 Raised Or. Dk. 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

ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.

Half Breadth (moulded) .. .. . 19

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 .. .. .

Master

Built at Hamburg

When built 1888 Launched Dec<sup>r</sup> 17/88

By whom built Blohm & Voss

Owners F. Saeisz

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 10 Feet. Inches. Do. do. Main Deck Beams... 22 10 Power of Engines ... Horse. N<sup>o</sup>. of Decks with flat laid two N<sup>o</sup>. of Tiers of Beams two

Dimensions of Ship per Register, length, 244.42 breadth, 11.04 depth, 6.347

KEEL, depth and thickness .. .. . 9 + 2 1/2 Inches in Ship. Inches per Rule. 9 + 2 1/2

STEM, moulding and thickness... .. . 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

" " for Propeller .. .. .

Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. . 24 24

FRAMES, Angle Iron, for 2/3 length amidships .. .. . 5 3 8 5 3 8

Do. for 1/3 at each end .. .. . 5 3 7 5 3 7

REVERSED FRAMES, Angle Iron .. .. . 3 1/2 3 8 3 1/2 3 8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. .. . 2 1/4 10 2 1/4 10

" thickness at the ends of vessel .. .. . 8 8

" depth at 3/4 the half-bdth. as per Rule .. .. . 12 12

" height extended at the Bilges... .. . 4 1/8 4 1/8

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge .. .. . 9 5 1/4 9 9 5 1/4 9

Average space... .. . 4 1/8 4 1/8

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge .. .. . 9 5 1/4 9 9 5 1/4 9

Average space... .. . 4 1/8 4 1/8

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge .. .. . 9 5 1/4 9 9 5 1/4 9

Average space... .. . 4 1/8 4 1/8

BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge .. .. . 9 5 1/4 9 9 5 1/4 9

Average space... .. . 4 1/8 4 1/8

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates .. .. . 17 12 17 12

" Rib Plate .. .. . 11 13 11 13

" Rib Plate to Intercoastal Keelson .. .. . 5 4 9 5 4 9

" Double Angle Iron Side Keelson .. .. . 5 4 9 5 4 9

" Side Intercoastal Plate .. .. . 3 3 7 3 3 7

" Attached to outside plating with angle iron .. .. . 5 4 9 5 4 9

BILGE Angle Irons .. .. . 5 4 9 5 4 9

" do. Bulb Iron... .. . 9 3 1/3 9 3 1/3

" do. Intercoastal plates riveted to plating at length .. .. . 5 4 9 5 4 9

BILGE STRINGER Angle Irons .. .. . 5 4 9 5 4 9

Intercoastal plates riveted to plating for length .. .. .

WIDE STRINGER Angle Irons .. .. . 5 4 9 5 4 9

The FRAMES extend in one length from Centre of Keel to Main deck

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 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 1/2 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 single riveted. Upper Sheerstrake, double 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 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double single 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 Hölder Bergwerk & Hütten Verein at Hölder Steel Tests 25<sup>th</sup> June

The above is a correct description. W. F. D. von Ollefen

Builder's Signature, Blohm & Voss Surveyor's Signature, Emil Tackelsch

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

State clearly where plating is of alternate thickness—as distinguished from distinguished thickness at ends of vessel.

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

14M117-0162



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 Ber diam. 2 7/8" plate 1 1/32" diam. 2 3" plate 1 1/32" diam. 9/32"*  
*double riveted Main & Foremast one piece 119 " 14/32 " 21 " 1/32 " 23 " 1/32*  
*Butts 2/32 Topmast 36 " 23 " 11-10 + 8/32*  
*thicker Mizzen mast 82 " 24 1/2 " 1/32" diam. 15 pl. 9/32 " 15 " 1/32*

Double set of sails

NUMBER & LETTER for EQUIPMENT							ANCHORS.					
N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	N <sup>o</sup> .	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	6 3/4	270 x 1 1/8	N <sup>o</sup> 9755-6	Bower				
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						Anchors	1	35.0.2	32.9.1.14	N <sup>o</sup> 24115
Fore Sails,		Iron Stream Chain	75	1	18 tons	75 x 1	N <sup>o</sup> 18307	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	32.0.6	30.4.1.14	23610
Fore Top Sails,		or Steel Wire ..						B.S. Lewis	1	30.1.18	29.0.0.0	24257
Fore Topmast		or Hempen Strm }						Netherston	1	10.3.13	12.15.1.7	24258
Stay Sails,		Cable .....						May 5/88	1	5.3.0	8.0.2.14	24260
		Towline, Hemp.	90	11		90 x 11		Stream	1	2.2.0	5.2.2.0	24259
		or Steel Wire ..						Anchor				
Main Sails,		Hawser .....	90	10		90 x 10		Kedge ....	1			
Main Top		Warp .....	90	6		90 x 6		2nd Kedge.				
Sails, and		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*

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. *01* in builder's yard.  
State dates of letters respecting this case

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 " " 9-7-9/32*  
*2 " " " 66 " 10 " " 9-7-9/32*  
*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 running decked; 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 *2023 15 1889*

Character assigned *100A1 Steel 2 sks*

*LAACP* *WILL*

*Ernest Taddisat*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
It is submitted that this vessel appears worthy to be classed 100 A1 Steel as recommended.  
20th  
Lloyd's Register Foundation  
14/1/89