

IRON SHIP.

(Received at London Office,

MON 1 JUL 89

Date of writing Report

June 25. 1889

Port of

Hamburg

No. 1400

Survey held at

Stiel

Date, First Survey

February

Last Survey

June 25. 1889

1889

On the

Iron Barque, "Meridian"

Rig

Barque

TONNAGE under

317.08

TWO DECKED,

VESSEL,

Master

C. Edler

Year of appointment

(1) As master in service of
owner of present vessel - 1884
(2) As master of this
vessel - 1889

Built at

Stiel

When built

1889

Launched

June 22/89

By whom built

Germania Werft

Owners

C. Gustav Gabel

Managers

S. Steinhof

(If desired to be entered in Reg. Book.)

Residence

Hamburg

Port belonging to

Hamburg

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

Total under Upper Dk.

Do. of Poop

97.00

Do. of Raised Or.

27.82

Do. of Bridge House

Do. of Houses on Deck

50.13

Do. of excess of Hatchways

Do. of Forecastle

3.89

Gross Tonnage

1489.98

Less Crew Space

87.07

Less Engine Room

Register Tonnage

1422.91

as cut on Beam

Half Breadth (moulded)

18.96

Depth from upper part of Keel to top of Upper Deck Beams

23.82

Girth of Half Midship Frame (as per Rule)

38.33

1st Number

8112

1st Number, if a 3-Decked Vessel

deduct 7 feet

Length

225.5

2nd Number

18292

Proportions - Breadths to Length

5.9

Depths to Length - Upper Deck to Keel

9.4

Main Deck ditto

9.4

LENGTH on deck as

per Rule

BREADTH - Moulded

37.11

DEPTH - Top of Floors to Upper

Deck Beams

21.92

Power of Engines

Horse

No. of Decks with flat laid

two

No. of Tiers of Beams

two

Dimensions of Ship per Register, length, 235 breadth, 38.1 depth, 21.8

Moulded depth 23.0 1/2

KEEL, depth and thickness

9 1/2 x 2 1/8

9 1/2 x 2 1/8

STEM, moulding and thickness

9 1/2 x 2 1/8

9 1/2 x 2 1/8

STERN-POST for Rudder do. do.

9 1/2 x 2 1/8

9 1/2 x 2 1/8

" for Propeller

2 1/4

2 1/4

Distance of Frames from moulding edge to

moulding edge, all fore and aft

(Class 100 A)

FRAMES, Angle Iron, for 1/2 length amidships

5 3/2 x 8

5 3/2 x 8

Do. for 1/2 at each end

3 1/2 x 3 1/2

3 1/2 x 3 1/2

REVERSED FRAMES, Angle Iron

3 1/2 x 3 1/2

3 1/2 x 3 1/2

FLOORS, depth and thickness of Floor Plate

2 1/4 x 10

2 1/4 x 10

at mid line for half length amidships

thickness at the ends of vessel

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

height extended at the Bilges

49

49

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

Average space

9

9

BEAMS, Main, or Middle Deck

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

Single or double Angle Iron on Upper Edge

Average space

4.8 inches

4.8 inches

BEAMS, Lower Deck

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

Single or double Angle Iron on Upper Edge

Average space

9

9

BEAMS, Hold, or Orlop

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

Single or double Angle Iron on Upper Edge

Average space

17

17

KEELSONS Centre line, single or double plate,

box, or Intercoastal Plates

Rider Plate Top Plate

Bulb Plate to Intercoastal Keelson

Angle Irons

Double Angle Iron Side Keelson

Side Intercoastal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron

do. Intercoastal plates riveted to

plating for length

BILGE STRINGER Angle Irons

Intercoastal plates riveted to plating for

Bull for 2/3 length

SIDE STRINGER Angle Irons

The FRAMES extend in one length from

centre of keel

to Maindeck

Riveted through plates with

7/8 in. Rivets, about

6 apart.

The REVERSED ANGLE IRONS on floors and frames extend

from middle line to

Maindeck

and to

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 1/4 in. diameter, averaging

5 5/8 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 ins. from centre to centre.

Butts of three Strakes at Bilge for 1/2 length, treble riveted with Butt Straps

7/16 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 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

1 1/2 x 5 1/4

Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

No. of Breasthooks,

4

Crutches,

3

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

Malleable Iron

The above is a correct description.

Builder's Signature,

Surveyor's Signature,

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

Manufacturer's name or trade mark,

The above is a correct description.

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State clearly where plating is of alternate thicknesses - as distinguished from diminished thickness at ends of vessel.

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

Do any rivets break into or through the seams or butts of the plating? *No*

State also Length and Diameter of Lower Masts and Bowsprit $\frac{6}{16}$ $\frac{7}{16}$ $\frac{4}{16}$