

## STEEL SHIP

(Received at London Office,

15/18

Date of writing Report January 9 1890

Port of Hamburg

No. 1518 Survey held at Hamburg Date, First Survey August

Last Survey January 2<sup>nd</sup> 1890

On the Steel S.S. Steamer "Osiris" R.M.S.P.

Rig Schooner

Master C. Carlsen

TONNAGE under 2239.2

THREE DECKED VESSEL

Year of appointment 77

Built at Hamburg

When built 1889 Launched October 23

By whom built Blohm &amp; Voß

Owners Deutsche Dampfsch. Ges.

Managers "Nymos"

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

Residence Rödingsmarkt

Port belonging to Hamburg

Destined Voyage West Coast America

If Surveyed while Building, ~~at~~ in Dry Dock.

Do. between Tonnage Dk.

and 3rd, 4th, Spar or

Awning Dk.

Total under Upper Dk.

Do. of Poop 70.7

Do. of Raised (C.)

Dk. or Break 11.9

Do. of Bridge House 250.2

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle 48.0

Gross Tonnage 2638.1

As Crew Space 118.4

As Engine Room 651.8

Register Tonnage 1877.9

As cut on Beam

Half Breadth (moulded) 20.0

Depth from upper part of Keel to top of Upper Deck Beams 27.0

Girth of Half Midship Frame (as per Rule) 42.3

1st Number 89.3

1st Number, if a 3-Decked Vessel deduct 7 feet 82.3

Length 263.8

2nd Number 252.7

Proportions Breadths to Length 8.0

Depths to Length—Upper Deck to Keel 11.9

Main Deck ditto 10.9

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as	320	-	Moulded...	40	-	Deck Beams	27	-	Engines ...	-	Nº. of Tiers of Beams three
per Rule ...	320	-		40	-	Do. do. Main Deck Beams	27	-			

Dimensions of Ship per Register, length 97.90 breadth 12.2 depth 7.13

KEEL, depth and thickness two bars 10 x 1 1/8

ITEM, moulding and thickness 10 x 2 3/4

STERN-POST for Rudder do. do. 10 x 6

" " for Propeller 10 x 6

Distance of Frames from moulding edge to 24

moulding edge, all fore and aft (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships 5 3/2 8

Do. for 1/4 length and 5 3/2 7

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

FLOORS, depth and thickness of Floor Plate 7

at mid line for half length amidships 7

thickness at the ends of vessel 7

depth at 1/2 the half-bdth. as per Rule 7

height extended at the Bilges 7

BEAMS, Upper, 8 5 8 8 5 8

Average space... every 4.4 feet

BEAMS, Main, 7 1/2 3 9 7 1/2 3 9

Ang. Iron, 7 1/2 3 9

Average space... every 4.4 feet

BEAMS, Lower Deck 10 1/2 10 10 10 10

Bulb Iron 10 1/2 10 10 10 10

Angle or double Angle Iron on Upper Edge 4 1/2 4 9 4 1/2 4 9

Average space... every 10.5 feet

BEAMS, Hold, or Orlop 4 1/2 4 9 4 1/2 4 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 1/2 4 9 4 1/2 4 9

Angle or double Angle Iron on Upper Edge 4 1/2 4 9 4 1/2 4 9

Average space... every 10.5 feet

KEELSONS Centre line, 4.0 10 4.0 10

box, or Intercostal, Plates 1289 1289

Rider Plate 4 4 9 4 4 9

Angle Irons 4 4 9 4 4 9

Side Intercostal Plate 3 1/2 3 1/2 7 3 1/2 3 1/2 7

do. Angle Irons 3 1/2 3 1/2 7 3 1/2 3 1/2 7

Attached to outside plating with angle iron yes

LARGE Angle Irons 6 4 9 6 4 9

do. Intercostal plates riveted to 9 9

plating for 3/5 length 9 9

DE STRINGER Angle Irons

FRAMES extend in one length from Centre to Upper deck

REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck and to Middle deck 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 1/8 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 3/4 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 3/4 length, treble riveted with Butt Straps 4/20 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 ins. from cr. to cr.

Edges of Main Sheerstrake, double riveted. Upper Sheerstrake, double riveted.

Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.

Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Butts of Upper Stringer Plate, treble riveted for 3/4 length.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 2 1/2

Straps of Keelsons, Stringer and Tie Plates, treble, Riveted? No. of Breasthooks, Crutches, 4

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

Manufacturer's name or trade mark, Fried. Krupp, Essen &amp; Hordor Bergwerk Aktien Verein. Tested by Johannes Meyer, Düsseldorf. May 1889.

The above is a correct description.

Builder's Signature, Alois Hoff

Surveyor's Signature, Emil Taddel

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

ROBERT EDMUND TAYLOR &amp; SON, Commercial and General Steam Printers, 15, Old Street, Goswell Road, London, E.C.

HAM 1118 - 8008

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 second deck is laid thereon.



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

Hand-drawn diagram of a horizontal line with points and measurements. The line is divided into segments by vertical tick marks. Above the line, points are labeled 11/32, 12/32, 10/32, 9/32, and 8/32 from left to right. Below the line, measurements are given: 24.6 for the first segment, 26.6 for the second, 40 for the third, and 47.4 for the fourth. A bracket on the right side groups the last two segments with a label 5/32. There are also some handwritten notes like '24 1/2' and '21 3/4' near the third and fourth segments.

Number for Equip- ment		CABLES, &c.			Test per Certificate.		Fathoms & Inches per Rule.		Machine where Tested and Superintendent, also Name of Chain Maker.		ANCHORS.		Weight.		Test per Certificate		W'ght req'd per Rule.		Machine where Tested and Superintendent, also Name of Anchor Maker.	
30423		Number of Certificate.		Fathoms.	Inches.	Tons.						Number of Certificate (State if any and		Ex. Stock.	which Anchors are Stockless.)					
Letter for do.		10401-2		300	2 1/2	1 1/8	94 1/2 tons	0 7 1/2		300 x 1 1/8		30423		5						
SAILS.										Erasmus R. Isitt		26283		37.0	333.16	3.14	30 1/2	Trotman's		
Fore Sails,										Tipton		26284		35.3	2233.2	2.0	30 1/2	Anchors		
Fore Top Sails,										Sept 19. 1889		26886		31.2	729.16	3.14	31	D. E. Lewis		
Fore Topmast Stay Sails,		Iron Stream Chain or Steel Wire ..		90	1 1/8	3 1/4 tons	22 3/4	90 x 1 1/8		John Green		Collective Weights		104-2.4			104	Sept. 25. 1889		
Main Sails,		Hempen Str'm Cable		100	4			100 x 1 1/2		W. Dudley										
Main Top Sails, and quality		TOWLINE— Hemp or Steel Wire.										Stream		11.1	2413.7	2.0	11 1/4			
		Hawser 2 each		90	10			90 x 10				Kedge		5.1	197.16	1.0	5 1/2			
		Warp		90	8 1/2			90 x 8 1/2				2nd Kedge		2.3	25.7	2.0	2 3/4			

What arrangement for shifting beams? *Web plates*

Total No. of Visits

**General Remarks** (State quality of workmanship, &c.) The vessel is built according to the approved section. She has in the Engine and Boiler Room three webframes and two Bulkheads. The upper deck is of steel covered with teak, main deck of steel. The deck work is of teak as rails, Chart house, Sky light Companion; the workmanship and equipment are very good.

How are the surfaces preserved from oxidation? Inside 3 coats of paint and cements Outside 3 coats, bottom 2 paint

Particulars for Record in R.B.—Length of Poop 35.9 ft., R.Q.D. \_\_\_\_\_ ft, Bridge Dk. 108.8 ft., Forecastle 3.4 ft.; No. of Dks. (including spar deck) ~~two~~ <sup>3</sup> ~~two~~  
Material of dks. ~~steel & oak~~ <sup>steel & oak</sup> \_\_\_\_\_; No. of tiers of beams (including spar dks. laid) ~~two~~ <sup>3</sup> ~~two~~  
Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ If double bottom, state particulars on separate form.

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 ..... £91 : 2 : 0

(Travelling Expenses, if any, £                     ).

Committee's Minutes.

Character assigned  
+ lumber 189  
Lanc 101

Ensil Taddesaf  
Surveyor to Lloyd's Register of British and Foreign Shipping  
From the further information now  
supplied it is submitted that the  
vessel appears eligible for Class  
100.A.1-Steel as recommended.  
2 D/s (Steel) 3 D/s Iron  
All D/s for structure appended