

IRON SHIPS.

3682

No. 2301 Survey held at Stockholm Date 24th June 18 64
 the Screw Steamer "Hafslunda" Master See Sellenius
 Tonnage Gross 1031 Engine Room 200 Register 791 Built at Stockholm
 when Built 1864 Launched 7th May By whom built M. Pearson & Co.
 Owners M. Pearson & Co. Port belonging to Not Registered Destined Voyage
 Surveied Afloat or in Dry Dock While Building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
233	4	31	10	21	9	140	

Distance of Frames or Ribs from moulding edge to moulding edge, at fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. 16ths required	
	In ship.	In ship.	In ship.	In ship.		In ship.	In ship.
Double across half	21	21	21	21	0 1/2	3	0 1/2 3
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3	3	9 1/6	3	10 1/2	3	0 1/2 6
depth and thickness of Floor Plate at mid line	2 1/2	+	10 1/6	2 1/2	0 1/2	3	0 1/2 3
depth and thickness of Floor Plate at Bilge Keelson	10	+	10 1/6	10	0 1/2	3	0 1/2 3
Size of Reversed Angle Iron, and No. at top of Floor Plate	3 1/2	3	0 1/6	3 1/2	0 1/2	3	0 1/2 3
times, Size of Angle Iron, single or double	5	3	9 1/6	5	0 1/2	3	0 1/2 3
Reversed Iron, if to every frame or every other frame	3 1/2	3	0 1/6	3 1/2	0 1/2	3	0 1/2 3
Planks, Deck (No. 67) double Angle Iron, Plate, or Bulb Iron	7 1/2	+	7 1/6	7 1/2	0 1/2	3	0 1/2 3
double or single Angle Iron, on top edge	2 3/4	2 3/4	5 1/6	2 3/4	0 1/2	3	0 1/2 3
average space between	42	Inches	42	Inches	0 1/2	3	0 1/2 3
wood (No.) sided & moulded	7 1/2	+	7 1/6	7 1/2	0 1/2	3	0 1/2 3
double Angle Iron, Plate, or Bulb Iron	2 3/4	2 3/4	5 1/6	2 3/4	0 1/2	3	0 1/2 3
double or single Angle Iron on top edge	2 3/4	2 3/4	5 1/6	2 3/4	0 1/2	3	0 1/2 3
average space between	42	Inches	42	Inches	0 1/2	3	0 1/2 3
if wood (No.) sided & moulded	7 1/2	+	7 1/6	7 1/2	0 1/2	3	0 1/2 3
Paddle, wood, sided and moulded, or if Iron, size of Plate	10	+	12 1/6	4 1/2	0 1/2	3	0 1/2 3
Plate, box, or intercostal	10	+	12 1/6	4 1/2	0 1/2	3	0 1/2 3
Angle Irons	5	4	10 1/6	5	4 1/2	9 1/6	
Double any Iron	5	4	10 1/6	5	4 1/2	9 1/6	
Plate between 7 & 0 1/6 fore & aft							
Material Plate or, if none, in what manner compensated for.							
heads, and Howe Timbers							
Frames or Ribs extend in one length from	Keel	to	Gunnwale	rivettted through plates with	7/10	in.	rivets, about (8 to 6) apart.
reverse angle irons on the floors extend in one length across the middle line from	bilge	to	bilge				
on the frames							
Keelson, how are the various lengths of plates or angle irons connected?	Butts of plates & angle irons shiped & stepped & rivettted						
Plates, Garboard, double or single rivettted to keel & at upper edge, with rivets	1 3/16	ins.	diameter	averaging	4 1/2	ins.	from centre to centre of rivet.
Edges from Garboards to upper part of bilge, worked carvel with a lining piece	(1 in)	thick, or	clencher, double or single rivettted ; rivets	7/10	ins.	diameter, averaging	3 1/2
Butts from Keel to turn of bilge, worked carvel with a lining piece	10 1/6	thick, double or single rivettted ; rivets	7/10	ins.	diameter, averaging	3 1/2	ins.
Edges from bilge to sheerstrake, worked carvel with a lining piece	(3 in)	thick, or	clencher, double or single rivettted ; rivets	3/4	in.	diameter, averaging	3
Edge of Sheerstrake, double or single rivettted?	Double						
Butts from bilge to planksheers, worked carvel with a lining piece	9 1/10	thick, double or single rivettted ; rivets	3/4	in.	diameter	averaging	3
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivettted?	All Double						
Planksheer, how secured to the plating of the sides	Explain by sketch						
Waterway	planksheer and to the Beams	if necessary.					
Deck Beams, how secured to the side?	Beam ends turned & pieces welded						
Hold or Lower Deck	Same as Deck						
Paddle							
No. of breasthooks	Four	crutches	Two	how are pointers compensated?			
What description of iron is used for the angle iron and plate iron in the vessel?	By Hopkin's Co.	Builder's Signature					
	By Beddington & Co.						
	By Gammell & Co.						
	By Heston & Co.						

3682 Iron or half

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivet edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? They do
 Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid in one length
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? All through
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

How or in what manner of plate tapered away to heads & heels to 1/16, four angle bars inside 3x3x6 plates single riveted at edges double at heads.
 Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
 She has **SAILS.** **CABLES, &c.** **ANCHORS, and their weights.**

N ^o .			Fathoms.	Inches.	
2	Fore Sails,	Chain	270	1 1/2	Bower, (Patent Patent) 3 1/2
2	Fore Top Sails,	Stream Cable	160	7/8	Rodgers Patent 27.0
2	Fore Topmast Stay Sails,	Hawser	90	0	Stream, 1 9.2
1	Main Sails,	Towlines	90	10	
1	Main Top Sails,	Warp	90	6	Kedge, 2 4.1
	and others as usual	All of <u>good</u> quality.	70	4	5.0

Her Standing and Running Rigging Wire Hemp & Manilla sufficient in size and good in quality.
 She has two life Long Boat, two gigs & Princher
 The present state of the Windlass is Patent Capstan good and Rudder good Pumps four of copper & iron

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 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
 5th. After the ship was launched

On Intercoastal Nelson fitted on each side of middle line in between bilge & centre Platons, Plates 20x10 1/16 Double angle 1/16 top edge 3x4x10 1/16.

Has a flush deck with house in midships 22 ft. long, 22 ft. broad.

Length being within eleven times the Depth Sheerstrakes increase 1/16 in thickness for 3/4 the length. See additional longitudinal strengthening in hull plate between bilge & hold stringer & trans.

N. Sease H.

In what manner are the surfaces preserved from oxidation? Flat & the upper part of bilge cemented with Portland cement, all other parts coated with paint.

I am of opinion this Vessel should be classed A1

The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 51 : 11 : 0

Certificate (if required) £ : : :

Committee's Minute 28th June 1864

Character assigned B

To have fig 1/11
27/7/64

J. P. Gladstone

I concur in the above recommendation
27 June 1864 J. P. H.



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