

IRON SHIPS.

No. 303 Survey held at Northfleet Date, First Survey 1 May 18 Last Survey 1 May 18
 On the Iron Steam Schooner "Deutschland" Master J. C. Brandt
 Tonnage under Tonnage Deck 303.85 ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS. Half Moulded Breadth 11.75 Built at Northfleet
 Ditto of Spar Deck, or Awning Deck. 40.67 Depth from upper part of Keel to top of Upper Deck Beams 13.15 Total Depth if three or more Decks 13.15 When built 1870 Launched 22 Nov
 Ditto of Houses on Deck 40.67 Girth of Half Midship Frame (as per Rule) 21.33 Total Girth of Half Midship Frame 21.33 By whom built Ref: Allibon, Noyes & Co
 Ditto of Forecastle 40.67 1st Number 40.23 Length 148.2 3rd Number 40.23 Owners Labell Schwarzkopf
 Gross Tonnage 344.52 2nd Number 6857 4th Number 6857 Port belonging to Lubeck
 Crew Space, as per Rule 110.24 Depths to Length 12.4 Breadths to Length 6.3 Destined Voyage Lubeck
 Register Tonnage, as a Steamer, cut on Beam 234.28

Length on deck as per Rule 148.2 Feet. 14 Inches 8 Moulded Breadth 23 Feet. 2 Inches 6 Depths from top of Floors to Upper and Main Deck Beams, as per Rule 11 Feet. 11 Inches 11 Power of Engines 50 Horse. No. of Decks One No. of Tiers of Beams One
 Dimensions of Ship per Register, length 148.2 breadth 23.5 depth 11.9
 and flat plate
 Keel, of bar iron, depth and thickness 7x3 Inches in Ship. Inches required per Rule. 7x15
 Do. if centre through plate, depth and thickness 6x25 6x15
 Stem, of bar iron, moulding and thickness 7x3 6x15
 Stern-post for Rudder do. do. 7x3 6x15
 Stern-post for Propeller 7x3 6x15
 Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 21)
 Frames, size of Angle Iron, for $\frac{1}{2}$ length amidships 3x22 3x22 3x22
 Do. for $\frac{1}{2}$ at each end 3x22 3x22 3x22
 Reversed Frames, size of Angle Iron 24x24 24x24 24x24
 Floors, depth and thickness of Floor Plate at mid line for half the length amidships 15x46 14x46
 Do. at the ends 46x56 56x56
 Do. do. do. at Bilge Keelson 4x46 4x46
 Do. height extended at the Bilges 30 29
 Beams, Upper, Spar, or Awning Deck (No.) 52x46 52x46
 Single or double Angle Iron, Plate or Tee Bulb Iron 24x24 2x2x46
 Single or double Angle Iron on Upper edge 24x24 2x2x46
 Average space 42 42
 Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron 52x46 52x46
 Single, or double Angle Iron, on Upper Edge 24x24 2x2x46
 Average space 42 42
 Beams, Lower Deck, Hold or Orlop (No.) single or double Ang. Iron, Plate or Tee Bulb Iron 52x46 52x46
 Single or double Angle Iron on Upper Edge 24x24 2x2x46
 Average space 42 42
 Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates 15x46x56 14x46x56
 Do. Bulb Plate to Intercoastal Keelson 3x3x46 3x3x46
 Do. Size of Angle Irons 3x3x46 3x3x46
 Do. Side Intercoastal Keelson, size of Plates 52x46 52x46
 Do. Angle Irons on tops of Floors 3x3x46 3x3x46
 Do. Bilge Keelson, Bulb Iron 3x3x46 3x3x46
 Do. do. Intercoastal plates riveted to plating for length 3x3x46 3x3x46
 Do. do. Angle Irons 3x3x46 3x3x46
 Side Stringers (No.) size of Angle Irons 3x3x46 3x3x46
 Do. Intercoastal plates riveted to plating for length 3x3x46 3x3x46
 Transoms, material iron or, if none, in what manner compensated for.
 Knight-heads Hawse Timbers
 Windlass Hand operated Pall Bitt none
 The Frames extend in one length from Keel to Gunnwale Riveted through plates with (7/8 in.) Rivets, about 5 in. apart.
 The Reverse Angle Irons on the floors and frames extend across the middle line to height of upper turn and of Bilge alternately
 Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes
 Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (7/8 in.) diameter, averaging (4.3 ins.) from centre to centre.
 Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (3 ins.) from centre to centre.
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (7/8 in.) thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No
 Do. of one Strakes at Bilge for half length, double riveted with Butt Straps 56 thicker than their plates.
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (46.56) thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (3 ins.) from centre to centre.
 Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single to At lower edge double
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (7/8 in.) thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (3 ins.) from centre to centre.
 Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for length amidships. Breadth of laps of plating in double Riveting (5.24) Breadth of laps of plating in single Riveting (2.2 in.)
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? all double
 Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? by plate knees, not by frames No. of Breasthooks, three Crutches, two
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Hopkins' Middlesbrough
 Manufacturer's name or trade mark, Hopkins' Middlesbrough
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature, George Allibon Surveyor's Signature, A. R. Turner

IRON 48-0304

Workmanship. Are the butts of plating planed or otherwise fitted? planed 8953 Fry
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
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in butts

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by 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 the lower Mast with 10 ft. Head of Pitch Pine

Pertherton Test dated 21st September 1870

No.	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	SAILS.											
	CABLES, &c.											
	Chain	90	12 1/2	18 tons	15 1/2	15 1/2	Bowers	4991	7.1.25	9.12.3	6.203	8 1/2 tons
	(State Machine where Tested, and name of Superintendent).											
	Fore Sails,	90	12 1/2	18 tons	15 1/2	15 1/2	Reude Superintendent	4993	7.2.69	14.3	6.203	8 1/2 tons
	Fore Top Sails,						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails	90	12 1/2	18 tons	15 1/2	15 1/2	Stream		at 12 ft.		at 12 ft.	
	Main Sails,	8 1/2	7 1/2	7 1/2	90 ft.	90 ft.			2.2.24		2.2.0	
	Main Top Sails,	5	7 1/2	5 1/2	90 ft.	90 ft.	Kedges		1-1-5		1-1-0	
	Warp											
	All of <u>good</u> quality.											
	Her Standing and Running Rigging <u>iron and hemp</u> sufficient in size and <u>good</u> in quality. She has <u>2 life long</u> Boats and <u>2 others</u> <u>water filled and secured</u>											
	The present state of the Windlass is <u>good</u> Capstan <u>good</u> and Rudder <u>good</u> Pumps <u>2 in main hold, one fore hold one</u>											
	Engine Room Skylights.—How constructed? <u>strong efficient</u> How secured in ordinary weather? <u>with guards & tarpaulins</u>											
	What arrangements are there for deadlights in such for bad weather? <u>planed deck 8 ft. 8 in. above upper deck secured as</u>											
	Coal Bunker Openings.—How constructed? <u>iron frame & plate</u> How are lids secured? <u>with iron</u> How high above deck? <u>4 ft.</u>											
	Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? <u>changing ports & valves on each side</u>											
	Cargo Hatchways.—How formed? <u>built plate angle iron & plating</u> State size <u>7 ft square, 13 ft 10 in x 9 ft, and 6 ft 5 in</u>											
	If of extraordinary size, state how framed and secured?											
	What arrangement for shifting beams? <u>not any shifting beams</u>											
	Hatches, themselves, whether strong and efficient? <u>strong and efficient</u> Main Hatchways.—State size <u>13 ft 10 in x 9 ft.</u>											

Order for Special Survey No. _____ DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Under Special
Date _____ Surveys held 2nd. On the plating during the progress of riveting } Survey during
Order for Ordinary Survey No. _____ while building 3rd. When the beams were in and fastened, and before the decks were laid } the whole time
Date _____ as per 4th. When the ship was complete, and before the plating was finally coated or cemented } of Building
No. _____ in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,

This Vessel is well built and is about six feet over twelve depths in length which excess is compensated for agreeably to the Rules Section 28.

The alternate fore lengths of plating on each side (inside strakes only), from about the load line downwards, are doubled thus making a partially flush bow.

She is built in accordance with the Rules and being fully equipped I beg to recommend that she be classed as named below.

In what manner are the surfaces preserved from oxidation? Inside byement Outside Paint

I am of opinion this Vessel should be Classed GOAL and Paint

The amount of the Entry Fee£ 4 : : is received by me,

Special£ 17 : 5 : HA

Certificate : : HA

(Travelling Expenses)

(if any) £ 1.12

Committee's Minute 2 May 1871

Character assigned GOAL

This iron built steam tug named
appears eligible for classification
as recommended above (under S.S.)

Lloyd's Register
Foundation