

IRON SHIPS.

No. 14 Survey held at Hamburg Date, First Survey 28 June Last Survey 23 Sept 61

On the Three Mast Screw Steamer "Hamburg" Master Boysen

Tonnage under Tonnage Deck	<u>510.20</u>	ONE, OR TWO DECKED VESSELS.	Half moulded breadth	<u>12.75</u>	THREE DECKED VESSELS.	Half Moulded Breadth	<u>3</u>
Ditto of Spar Deck, or Awning Deck.	<u>54.30</u>	Depth from upper part of Keel to top of Upper Deck Beams (or as per Rule, Section 11)	<u>16.50</u>	Total Depth if three or more Decks	<u>3</u>	Built at	<u>Hamburg</u>
Ditto of Houses on Deck	<u>24.00</u>	Girth of Half Midship Frame (as per Rule)	<u>25.50</u>	Total Girth of Half Midship Frame	<u>3</u>	When built	<u>1871</u> Launched <u>14 Sept.</u>
Ditto of Forecastle	<u>16.20</u>	1st Number	<u>54.45</u>	3rd Number	<u>3</u>	By whom built	<u>Reichersing Schiffswerft & Maschinen-Fabrik.</u>
Gross Tonnage	<u>604.70</u>	Length	<u>108.84</u>	Length	<u>3</u>	Owners	<u>Robt. M. Soman.</u>
Crew Space as per Rule	<u>16.20</u>	2nd Number	<u>108.39</u>	4th Number	<u>3</u>	Port belonging to	<u>Hamburg</u>
Register Tonnage, cut on Beam	<u>510.20</u>	Depths to Length	<u>11.44</u>	Breadths to Length	<u>7.40</u>	Destined Voyage	<u>Mediterranean</u>
Engine Room	<u>120.00</u>					If Surveyed while Building, Afloat, or in Dry Dock	<u>While Building</u>
Register Tonnage, as a Steamer cut on the Beam	<u>490.20</u>						

Length on deck as per Rule	<u>188.10</u>	Feet. Inches.	<u>22.3</u>	Feet. Inches.	<u>6</u>	Depths from top of Floors to Upper and Main Deck Beams, as per Rule	<u>15</u>	Feet. Inches.	<u>1</u>	Power of Engines	<u>80</u>	Horse.	No. of Decks	<u>one</u>	No. of Tiers of Beams	<u>one</u>
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Dimensions of Ship per Register, length, 191.40 breadth, 24.6 depth, 14.9

	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>4 1/2 x 2 1/8</u>	<u>4 1/2 x 2 1/8</u>
Do. if centre through plate, depth and thickness	<u>4 1/2 x 2 1/8</u>	<u>6 3/4 x 2 1/8</u>
Stem, if bar iron, moulding and thickness	<u>4 1/2 x 2 1/8</u>	<u>6 3/4 x 4 1/4</u>
Stern-post do. do. do.	<u>4 1/4 x 4</u>	<u>6 3/4 x 4 1/4</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22 in.</u>	(Class <u>90 A.</u>)
Frames, size of Angle Iron, for 1/2 length amidships	<u>3 1/2 3 1/16 3 1/16</u>	<u>3 1/2 3 1/16 3 1/16</u>
Do. for 1/2 at each end	<u>3 1/2 3 1/16 3 1/16</u>	<u>3 1/2 3 1/16 3 1/16</u>
Reversed Frames, size of Angle Iron	<u>2 1/2 2 1/2 3/16</u>	<u>2 1/2 2 1/2 3/16</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>1 1/2</u>	<u>1 1/2</u>
Do. at the ends	<u>1 1/2</u>	<u>1 1/2</u>
Do. do. do. at Bilge Keelson	<u>9</u>	<u>9</u>
Do. height extended at the Bilges	<u>34</u>	<u>30</u>
Beams, Three Decked, Spar, or Awning Decked (No.) single or double Angle Iron, Plate or Tee Bulb Iron	<u>—</u>	<u>—</u>
Single or double Angle Iron on Upper edge	<u>—</u>	<u>—</u>
Average space	<u>—</u>	<u>—</u>
Beams, Upper or Middle Deck (No. 1.) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>6</u>
Single, or double Angle Iron, on Upper Edge	<u>2 1/2 2 1/2 3/16</u>	<u>2 1/4 2 1/4 3/16</u>
Average space	<u>4.1</u>	<u>4.1</u>
Beams, Lower Deck or Orlop (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>—</u>	<u>—</u>
Single or double Angle Iron on Upper Edge	<u>—</u>	<u>—</u>
Average space	<u>—</u>	<u>—</u>
Keelson Centre line, single or double plate, or Intercoastal size of Plates	<u>1 1/2</u>	<u>1 1/2</u>
Do. Bulb Plate to Intercoastal Keelson	<u>8 1/2</u>	<u>8 1/2</u>
Do. Size of Angle Irons	<u>4 3 3/16</u>	<u>4 3 3/16</u>
Do. Side Intercoastal Keelson, size of Plates	<u>13</u>	<u>13</u>
Do. Angle Irons on tops of Floors	<u>7</u>	<u>6</u>
Do. Bilge Keelson, Bulb Iron	<u>7</u>	<u>6</u>
Do. do. Angle Irons	<u>4 3 3/16</u>	<u>4 3 3/16</u>
Do. Side Stringers (No. 2.) size of Angle Irons	<u>4 3 3/16</u>	<u>4 3 3/16</u>

	Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.
Flat Keel Plates, breadth and thickness	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Plates in Garboard Strakes, breadth and thickness	<u>30</u>	<u>3/16</u>	<u>30</u>	<u>3/16</u>
Do. from Garboard to upper part of Bilges	<u>48</u>	<u>7/16</u>	<u>—</u>	<u>7/16</u>
Do. of doubling at Bilge, or increased thickness, and length applied	<u>48</u>	<u>7/16</u>	<u>—</u>	<u>7/16</u>
Do. from upper part of Bilge to lower edge of Sheerstrake	<u>48</u>	<u>3/16</u>	<u>30</u>	<u>3/16</u>
Do. Main Sheerstrake, breadth and thickness	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Do. of d'bling at Sh'rstrake, & length applied	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Do. from Main to Upper Deck Sheerstrake	<u>30</u>	<u>10/16</u>	<u>30</u>	<u>10/16</u>
Do. Up. Deck Sh'rstrake, breadth and thickness	<u>30</u>	<u>10/16</u>	<u>30</u>	<u>10/16</u>
Butt Straps to outside plating, breadth & thickness	<u>9 1/2</u>	<u>—</u>	<u>8 1/2</u>	<u>9 1/4</u>
Lengths of Plating	<u>110</u>	<u>5 spaces of frames</u>	<u>—</u>	<u>—</u>
Shifts of Plating, and Stringers	<u>2 frames</u>	<u>2</u>	<u>—</u>	<u>—</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>31</u>	<u>7/16</u>	<u>26</u>	<u>7/16</u>
Angle Iron on ditto	<u>4 x 3 x 3/16</u>	<u>4 x 3 x 3/16</u>	<u>—</u>	<u>—</u>
Tie Plates (fore and aft), outside Hatchways	<u>9</u>	<u>7/16</u>	<u>9</u>	<u>7/16</u>
Diagonal Tie Plates on Beams (No. of Pairs)	<u>9</u>	<u>7/16</u>	<u>9</u>	<u>7/16</u>
Planksheer material and scantling	<u>Gutterway</u>	<u>—</u>	<u>—</u>	<u>—</u>
Waterways do. do.	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Flat of Deck do. do.	<u>3 1/2</u>	<u>—</u>	<u>3 1/2</u>	<u>—</u>
How fastened to Beams	<u>with bolts and nuts</u>	<u>—</u>	<u>—</u>	<u>—</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
(Is the Stringer Plate attached to the outside plating?)	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Angle Irons on ditto (No.)	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Tie Plates, outside Hatchways	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Diagonal Tie Plates on Beams (No. of pairs)	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Waterways materials and scantlings	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Flat of Deck do. do.	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
How fastened to Beams	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Stringer Plates on ends of Lower Deck or Orlop Beams	<u>24</u>	<u>7/16</u>	<u>23</u>	<u>3/16</u>
(Is the Stringer Plate attached to the outside plating?)	<u>yes</u>	<u>—</u>	<u>—</u>	<u>—</u>
Angle Irons on ditto (No. 2.)	<u>3 1/2 x 3 1/2 x 7/16</u>	<u>3 1/2 x 3 1/2 x 7/16</u>	<u>—</u>	<u>—</u>
Stringer or Tie Plates, outside Hatchways	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Flat of Deck	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>2 1/2</u>	<u>—</u>	<u>—</u>
Do. in hold do. do.	<u>2 1/2</u>	<u>2 1/2</u>	<u>—</u>	<u>—</u>
Clamps or Spirketting	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>—</u>	<u>4 1/2</u>	<u>—</u>
Do. do. at heel	<u>2 3/4</u>	<u>—</u>	<u>2 3/4</u>	<u>—</u>
(Can the Rudder be unshipped afloat?)	<u>yes</u>	<u>—</u>	<u>—</u>	<u>—</u>
Bulkheads No. 4 Thickness of	<u>3/16</u>	<u>—</u>	<u>3/16</u>	<u>—</u>
Do. Height up to upper Deck, except the aft	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Do. How secured to the sides of the ship	<u>riveted between double frames</u>	<u>—</u>	<u>—</u>	<u>—</u>
Do. Size of Vertical Angle Irons, and their distance apart	<u>30 in.</u>	<u>—</u>	<u>—</u>	<u>—</u>
Do. Are the outside Plates doubled two spaces of Frames in length?	<u>yes</u>	<u>—</u>	<u>—</u>	<u>—</u>

(Transoms, material or, if none, in what manner compensated for.

Three pieces and angle iron

Knight-heads Hawse Timbers cast iron

Windlass Emerson, Walker & Co. Pall Bitt Patent capstain windlass.

The Frames extend in one length from keel to main stringer Riveted through plates with (3/8 in.) Rivets, about 5 in apart.

The Reverse Angle Irons on the floors extend across the middle line to upper part of bilges and alternately to decks & beams.

On all the Frames and to

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 (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked clench, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with buttstraps to — strakes (7/16) thick, treble, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 3/8 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above on below inner strakes

Do. Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clench, double or single riveted; with rivets (3/8 in.) diameter, averaging (2 3/4 ins.) from centre to centre.

Do. Edges of Sheerstrake, double or single Riveted. At upper edge single At lower edge double

Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps (—) thick, double or single Riveted; with Rivets (— in.) diameter, averaging (— ins.) from centre to centre. Breadth of laps in double Riveting (—) Breadth of laps in single Riveting (—)

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

Planksheer, how secured to the plating of the sides, { Explain by Sketch, } Gutterway and cemented.

Waterway " " planksheer and to the Beams, { if necessary. } —

Beams of the various Decks, how secured to the sides? with knuckleplates 18 in. No. of Breasthooks, — Crutches, —

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

Manufacturer's name or trade mark, F. H. & Co.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, Reichersing Schiffwerft & Maschinen-Fabrik Surveyor's Signature, C. H. Reinherz

IRON 449 - 0383

9471 Iron
Workmanship. Are the butts of plating planed or otherwise fitted? not planed, but carefully fitted
 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? yes or are they in short lengths of various thicknesses? no
 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? no

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 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. (wooden masts)

State also Length and Diameter of Lower Masts and Bowsprit

Three mast gaff Schooner.

Fore and main mast, length without top 64', diam. 14 1/2"
 Mizzen mast 26', 16 1/2"

N ^o .	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	<u>10332</u>											
	SAILS.											
	Fore Sails,						Bowers	2.	10. 3. 14.	12. 15.	10. 0. 0.	12. 0. 0.
	Fore Top Sails,						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails						Stream	1.	4. 3/4			
	Main Sails,						Kedges	2.	2 1/4			
	Main Top Sails,											
	Warp											
	All of <u>quality</u> .											

Her Standing and Running Rigging well proportioned sufficient in size and good in quality. She has one 19' Long Boat and one 14' boat
 The present state of the Windlass is good Capstan good and Rudder good Pumps all in very good condition
Engine Room Skylights.—How constructed? of iron, entrance How secured in ordinary weather? including with the cockhouse
 What arrangements are there for deadlights in such for bad weather? no deadlights
Coal Bunker Openings.—How constructed? of iron in deck How are lids secured? with screws How high above deck? 2 inches
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? on each side of bulwarks, 3 ports, 2' high, 21" breadth, swinging out
Cargo Hatchways.—How formed? of iron plate 15" above deck State size 20' long, 10' wide
 If of extraordinary size, state how framed and secured? the plates on each beam & solid side pillars under the beams
 What arrangement for shifting beams? carefully shifted and connected
Hatches, themselves, whether strong and efficient? of wood 2" thick. **Main Hatchways.**—State size 13' x 7' and aft 7' x 5' on the quarterdeck

Order for Special Survey No. _____ DATES of _____
 Date _____ Surveys held _____
 Order for Ordinary Survey No. _____ while building _____
 Date _____ as per _____
 No. 224 in builder's yard. Section 18. _____

General Remarks,

The ship has been built here under my special survey according to the Rules of 1870, I can not but express my approbation of the workmanship and materials. The engine and boiler bearers are properly constructed and of sufficient size. The engine (compound) and boiler are of solid make, so that the ship is adapted for the conveyance of dry and perishable cargoes and worthy to be marked in the Register with the class mentioned underneath.

In what manner are the surfaces preserved from oxidation? Inside bottom cemented & painted Outside with minium and other colors

I am of opinion this Vessel should be Classed * 90 A 1

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

Travelling Expenses Special£ 25 : 10 : 0

(if any). Certificate — : 5 : 0.

30. 15. 0.

Committee's Minute 13th October 1871

Character assigned 90 A 1

A x A P

Mc TBN



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