

IRON SHIPS.

No. Survey held at Date, First Survey Last Survey 18
 On the Iron Ship "Ocean King" Compared with Rules 100 A Grade.

Tonnage under Tonnage Deck	<u>681.11</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u> </u>
Ditto of Third Spar, or Awning Deck.	<u>17.83</u>	Half moulded breadth <u>14.62</u>	Half Moulded Breadth <u> </u>	When built <u>1863</u> Launched <u>June 17th</u>
Ditto of <u>Prop.</u> or Raised Qr. Dk.	<u> </u>	Depth from upper part of Keel to top of Upper Deck Beams <u>18.25</u>	Total Depth if three or more Decks <u> </u>	By whom built <u> </u>
Ditto of Houses on Deck <u> </u>	<u> </u>	Girth of Half Midship Frame (as per Rule) <u>29.50</u>	Total Girth of Half Midship Frame <u> </u>	Owners <u> </u>
Ditto of Forecastle	<u> </u>	1st Number <u>62.37</u>	3rd Number <u> </u>	Port belonging to <u> </u>
Gross Tonnage	<u>698.94</u>	Length <u>194.5</u>	Length <u> </u>	Destined Voyage <u> </u>
Crew Space, as per Rule	<u> </u>	2nd Number <u>12,130</u>	4th Number <u> </u>	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, cut on Beam	<u>144.8</u>	Depths to Length <u>Under 11</u>	Breadths to Length <u>Under 7</u>	
Engine Room	<u>554.13</u>			
Register Tonnage, as a Steamer, cut on Beam	<u> </u>			

Length on deck as per Rule 194 Feet. 6 Inches. Moulded Breadth 29 Feet. 2 1/2 Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 16 Feet. 9 Inches. Power of Engines, Horse. N° of Decks with flat laid one N° of Tiers of Beams two

Dimensions of Ship per Register, length, <u>195</u> breadth, <u>29.25</u> depth, <u>16.75</u>	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness <u>8 x 2 1/2</u>	<u>8</u>	<u>2 1/2</u>	Plates in Garboard Strakes, breadth and thickness <u>40</u>	<u>10</u>	<u>30</u>	<u>10</u>		
Do. if centre through plate, depth and thickness <u>8 x 2 1/2</u>	<u>8</u>	<u>2 1/2</u>	Do. from Garboard to upper part of Bilges <u>9</u>	<u>9</u>	<u>9</u>			
Stem, if bar iron, moulding and thickness <u>9 x 4 1/2</u>	<u>9</u>	<u>4 1/2</u>	Do. of doubling at Bilge, or increased thickness, and length applied <u> </u>	<u> </u>	<u> </u>			
Stern-post for Rudder do. do. <u>18</u>	<u>18</u>	<u>2 1/2</u>	Do. fm up. part of Bilge to lr. edge of Sh'rstrake <u>36</u>	<u>11</u>	<u>30</u>	<u>10</u>		
Stern-post for Propeller <u> </u>	<u> </u>	<u> </u>	Do. Main Sheerstrake, breadth and thickness <u> </u>	<u> </u>	<u> </u>	<u> </u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft <u> </u>	<u> </u>	<u> </u>	Do. of d'bling at Sh'rstrake, & length applied <u> </u>	<u> </u>	<u> </u>	<u> </u>		
Frames, size of Angle Iron, for $\frac{2}{3}$ length amidships <u>4</u>	<u>3</u>	<u>7</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake <u> </u>	<u> </u>	<u> </u>	<u> </u>		
Do. for $\frac{1}{3}$ at each end <u>4</u>	<u>3</u>	<u>6</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness <u>8 1/2</u>	<u>8 1/2</u>	<u>8 1/2</u>			
Reversed Frames, size of Angle Iron <u>3</u>	<u>3</u>	<u>6</u>	Butt Straps to outside plating, breadth & thickness <u> </u>	<u> </u>	<u> </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>	<u>8</u>	Lengths of Plating <u> </u>	<u> </u>	<u> </u>			
Do. at the ends <u> </u>	<u> </u>	<u> </u>	Shifts of Plating, and Stringers <u> </u>	<u> </u>	<u> </u>			
Do. do. do. at Bilge Keelson <u> </u>	<u> </u>	<u> </u>	Gunwale Plate on ends of <u> </u>	<u> </u>	<u> </u>			
Do. height extended at the Bilges <u> </u>	<u> </u>	<u> </u>	Upper Deck Beams, breadth and thickness <u> </u>	<u> </u>	<u> </u>			
Beams, Upper, Spar, or Awning Deck (No.) <u>4 1/2</u>	<u>4 1/2</u>	<u>7</u>	Angle Iron on ditto <u> </u>	<u> </u>	<u> </u>			
single or double Angle Iron, Plate or Tee Bulb Iron <u> </u>	<u> </u>	<u> </u>	Tie Plates (fore and aft), outside Hatchways <u> </u>	<u> </u>	<u> </u>			
Single or double Angle Iron on Upper edge <u>3</u>	<u>3</u>	<u>6</u>	Diagonal Tie Plates on Beams (No. of Pairs,) <u> </u>	<u> </u>	<u> </u>			
Average space <u>36 in</u>	<u>36 in</u>	<u>44 in</u>	Planksheer material and scantling <u> </u>	<u> </u>	<u> </u>			
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron <u> </u>	<u> </u>	<u> </u>	Waterways do. do. <u> </u>	<u> </u>	<u> </u>			
Single, or double Angle Iron, on Upper Edge <u> </u>	<u> </u>	<u> </u>	Flat of Upper Deck do. do. <u> </u>	<u> </u>	<u> </u>			
Average space <u> </u>	<u> </u>	<u> </u>	How fastened to Beams <u> </u>	<u> </u>	<u> </u>			
Beams, Lower Deck, Hold or Orlop (No.) <u>4 1/2</u>	<u>4 1/2</u>	<u>7</u>	Stringer Plate on ends of Main or Middle Deck <u> </u>	<u> </u>	<u> </u>			
single or double Angle Iron, Plate or Tee Bulb Iron <u> </u>	<u> </u>	<u> </u>	Beams, breadth and thickness <u> </u>	<u> </u>	<u> </u>			
Single or double Angle Iron on Upper Edge <u>3</u>	<u>3</u>	<u>6</u>	(Is the Stringer Plate attached to the outside plating?) <u> </u>	<u> </u>	<u> </u>			
Average space <u>36 in</u>	<u>36 in</u>	<u>44 in</u>	Angle Irons on ditto (No.) <u> </u>	<u> </u>	<u> </u>			
Keelson Centre line, single or double plate, <u> </u>	<u> </u>	<u> </u>	Tie Plates, outside Hatchways <u> </u>	<u> </u>	<u> </u>			
box, or Intercoastal, size of Plates <u> </u>	<u> </u>	<u> </u>	Diagonal Tie Plates on Beams (No. of pairs,) <u> </u>	<u> </u>	<u> </u>			
Do. Bulb Plate to Intercoastal Keelson <u>4</u>	<u>4</u>	<u>7</u>	Waterways materials and scantlings <u> </u>	<u> </u>	<u> </u>			
Do. Size of Angle Irons <u>4 1/2</u>	<u>4 1/2</u>	<u>3 1/2</u>	Flat of Middle Deck do. do. <u> </u>	<u> </u>	<u> </u>			
Do. Side Intercoastal Keelson, size of Plates <u> </u>	<u> </u>	<u> </u>	How fastened to Beams <u> </u>	<u> </u>	<u> </u>			
Do. Angle Irons on tops of Floors <u> </u>	<u> </u>	<u> </u>	Stringer Plates on ends of <u> </u>	<u> </u>	<u> </u>			
Do. Bilge Keelson, Bulb Iron <u>6 1/2</u>	<u>6 1/2</u>	<u>6</u>	Orlop Beams <u> </u>	<u> </u>	<u> </u>			
Do. do. Intercoastal plates riveted to plating for <u> </u>	<u> </u>	<u> </u>	(Is the Stringer Plate attached to the outside plating?) <u> </u>	<u> </u>	<u> </u>			
Do. do. Angle Irons <u> </u>	<u> </u>	<u> </u>	Angle Irons on ditto (No.) <u> </u>	<u> </u>	<u> </u>			
Side Stringers (No.) size of Angle Irons <u> </u>	<u> </u>	<u> </u>	Stringer or Tie Plates, outside Hatchways <u> </u>	<u> </u>	<u> </u>			
Do. Intercoastal plates riveted to plating for <u> </u>	<u> </u>	<u> </u>	Flat of Lower Deck <u> </u>	<u> </u>	<u> </u>			
Double angles between Main & Bilge <u>4</u>	<u>4</u>	<u>7</u>	Ceiling betwixt Decks, thickness and material <u> </u>	<u> </u>	<u> </u>			
Transoms, material <u> </u>	<u> </u>	<u> </u>	Do. in hold do. do. <u> </u>	<u> </u>	<u> </u>			
or, if none, in what manner compensated for. <u> </u>	<u> </u>	<u> </u>	Main piece of Rudder, diameter at head <u> </u>	<u> </u>	<u> </u>			
			Do. do. at heel <u> </u>	<u> </u>	<u> </u>			
			(Can the Rudder be unshipped afloat?) <u> </u>	<u> </u>	<u> </u>			
			Bulkheads No. <u> </u> Thickness of <u> </u>	<u> </u>	<u> </u>			
			Do. Height up <u> </u>	<u> </u>	<u> </u>			
			Do. How secured to the sides of the ship <u> </u>	<u> </u>	<u> </u>			
			Do. Size of Vertical Angle Irons, <u> </u> and their distance apart, <u> </u>	<u> </u>	<u> </u>			
			Do. Are the outside Plates doubled two spaces of Frames in length? <u> </u>	<u> </u>	<u> </u>			

Knight-heads Hawse Timbers
 Windlass Pall. Bitt
 The Frames extend in one length from to Riveted through plates with (in.) Rivets, about apart.
 The Reverse Angle Irons on the floors and frames extend the middle line to and to alternately
 Keelsons. Are the various lengths of Plates and Angle Irons properly connected? And are their butts properly shifted?
 Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (in.) diameter, averaging (ins.) from centre to centre.
 Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (in.) diameter, averaging (ins.) from centre to centre.
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes () thick, double or single Riveted; with Rivets (in.) diameter averaging (ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below?
 Do. of Strakes at Bilge for length, treble riveted with Butt Straps thicker than their plates.
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (in.) diameter, averaging (ins.) from centre to centre.
 Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge At lower edge
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps () thick, double or single Riveted; with Rivets (in.) diameter, averaging (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 () Breadth of laps of plating in single Riveting ()
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 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? No. of Breasthooks, Crutches,
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
 Manufacturer's name or trade mark,

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature, Surveyor's Signature, Joseph Vane

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

Her Masts, Bowsprit, Yards, &c., are in _____ 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.

State also Length and Diameter of Lower Masts and Bowsprit _____

9873 Iron

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.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain										
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).										
	Fore Topmast Stay Sails	Hempen Stream Cable										
	Main Sails,	Hawser										
	Main Top Sails,	Towlines										
and		Warp										
		All of _____ quality.										
		Kedges										

Her Standing and Running Rigging _____ sufficient in size and _____ in quality. She has _____ Long Boat and _____
The present state of the Windlass is good Capstan _____ and Rudder good Pumps 2 Clear of Engine good
Engine Room Skylights.—How constructed? Iron plates How secured in ordinary weather? Some top, permanent
What arrangements are there for deadlights in such for bad weather? Bulls eyes fitted in top
Coal Bunker Openings.—How constructed? Iron plates How are lids secured? bars How high above deck? 8 in
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?
Iron port lids in the bulwarks hung with hinges at upper part
Cargo Hatchways.—How formed? Iron plates State size 18 feet by 8 feet two 8 ft
If of extraordinary size, state how framed and secured? _____
What arrangement for shifting beams? wood baulks fore and aft in each hatch
Hatches, themselves, whether strong and efficient? good & efficient **Main Hatchways.**—State size 18 ft by 8 feet

Order for Special Survey No. _____ DATES of _____
Date _____ Surveys held _____
Order for Ordinary Survey No. _____ while building _____
Date _____ as per _____
No. _____ in builder's yard. Section 18. _____
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 riveting _____
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 or cemented _____
5th. After the ship was launched and equipped _____

General Remarks,

State if ~~one~~, two or three decked vessel, or if ~~open~~ or ~~awning~~ decked, and length of ~~poop~~, ~~forecastle~~ or raised quarter deck, ~~or~~ of ~~double~~ or part double bottom. from E Room aft only

In what manner are the surfaces preserved from oxidation? Inside _____ Outside 28 feet

I am of opinion this Vessel should be Classed _____

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

(Travelling Expenses)
(if any) £ _____

Committee's Minute _____ 18 _____

Character assigned _____

Joseph H. Kear.



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