

IRON SHIP.

No. 4086 Survey held at Reufsen Date, First Survey 19 March 75 Last Survey 18 August 75

On the S. S. "FREDERIC FRAYCK" (SCHOONER) Master Jedak Philip Christen

TONNAGE under Tonnage Deck } 849.16
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Qr. Dk. } 55.46
 Ditto of Houses on Deck } 36.45
 Ditto of Forecastle } 35.77
 Gross Tonnage } 976.84
 Less Crew Space }
 Less Engine Room } 312.59
 Register Tonnage as cut on Beam } 664.25

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR MASTING-DECKED VESSEL.
 HALF BREADTH (moulded) 15.25 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 18.29
 GIRTH of Half Midship Frame (as per Rule) 29.66
 1st NUMBER 63.20
 2nd NUMBER 14.457
 LENGTH 228.75
 PROPORTIONS—Breadths to Length 7.5
 Depths to Length—Upper Deck to Keel 12.5
 Main Deck to Keel

Built at Reufsen
 When built 1875 Launched 5 July 75
 By whom built Löbnitz Coulbourn & Co
 Owners J. Mallett & Co
 Port belonging to HAUTE
 Destined Voyage HAUTE
 If Surveyed while Building, Afloat, or in Dry Dock. under special survey

Official Number

LENGTH on deck as per Rule ... 228 Feet. 9 Inches. BREADTH—Moulded... 30 Feet. 6 Inches. DEPTH top of Floors to Upper Deck Beams ... 16 Feet. 9 Inches. Do. do. Main Deck Beams...
 Power of Engines ... 170 Horse. N^o. of Decks with flat laid two N^o. of Tiers of Beams two

Dimensions of Ship per Register, length, 231.2 breadth, 30.6 depth, 16.55

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8
STEM, moulding and thickness	8 x 2 1/2	7 1/2 x 2 3/8
STERN-POST for Rudder do. do.	10 x 3 3/4	7 1/2 x 4 3/4
for Propeller	10 1/2 x 4	
Distance of Frames from moulding edge to moulding edge, all fore and aft	23 in	23 in (Class 100A)
FRAMES, Angle Iron, for 2/3 length amidships	4 1/2 x 3 1/2	4 x 3 1/2
Do. for 1/3 at each end	4 1/2 x 3 1/2	4 x 3 1/2
REVERSED FRAMES, Angle Iron	3 x 3 x 4/16	3 x 3 x 5/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	19 x 7/16	18 1/2 x 7/16
thickness at the ends of vessel		7/16
depth at 2/3 the half-bdth. as per Rule	AS PER SECTION	
height extended at the Bilges...	THICE DEPTH.	
BEAMS, Upper, Spar, or Middle Deck	6 x 5 x 7/16	6 x 5 x 7/16
Single or double Angle Iron on Upper edge	4 1/2 in	4 1/2 in
Average space...		
BEAMS, Main, or Middle Deck	8 x 5 x 7/16	7 1/2 x 7/16
Single or double Angle Iron on Upper edge	4 1/2 in	4 1/2 in
Average space...		
BEAMS, Lower Deck, Hold, or Outtop	7 x 5 x 7/16	7 1/2 x 7/16
Single or double Angle Iron on Upper edge	4 1/2 in	4 1/2 in
Average space...		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	14 3/4 x 10/16	14 x 11/16
" Rider Plate	11 1/2 x 9/16	10 3/4 x 9/16
" Deck Plate to intercostal Keelson	15 1/4 x 9/16	
" Angle Irons	5 x 3 1/2 x 8/16	5 x 3 1/2 x 8/16
" Double Angle Iron Side Keelson	5 x 3 1/2 x 8/16	5 x 3 1/2 x 8/16
" Side intercostal Plate	4 x 4/16	
" do. Angle Irons		
" Attached to outside plating with angle iron		
BILGE Angle Irons	5 x 3 1/2 x 8/16	5 x 3 1/2 x 8/16
" do. Bulb Iron	7 1/2 x 7/16	7 1/2 x 7/16
" do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons	5 x 3 1/2 x 8/16	5 x 3 1/2 x 8/16
Intercostal plates riveted to plating for length		
SIDE SPACER Angle Irons		

	Inches in Ship.	16ths in Ship.	Inches required	16ths required
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	4 1/4 x 11/16		30 x 11/16	
of doubling at Bilge, or increased thickness, and length applied HALF LENGTH	10 1/16		9-10/16	
fm up. part of Bilge to lr. edge of Sh'rstrake	10 1/16		10-11/16	
Main Sheerstrake, breadth and thickness of plating at Sheerstrake, & length applied from Ma. to Up. or Spar Pl. Sheerstrake	36 x 13/16		36 x 13/16	
Up. or Spar Pl. Sheerstrake, breadth & thickness	28 1/2 feet		Ends 10/16	
Butt Straps to outside plating, breadth & thickness	10-11/16 x 9/16		9 3/4 x 10 1/4 x 9-13/16	
Lengths of Plating	SIX SPACES		FIVE SPACES	
Shifts of Plating, and Stringers	THREE SPACES		TWO DO.	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	54 x 9/16		45 1/2 x 10/16	
Angle Iron on ditto	5 x 3 1/2 x 8/16		5 x 3 1/2 x 8/16	
Tie Plates fore and aft, outside Hatchways	15 x 9/16		10 1/2 x 9/16	
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.	3 1/2 x 3 1/2		3 1/2	
How fastened to Beams	3 in back rivets.			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	30 x 9/16		22 1/2 x 8/16	
Is the Stringer Plate attached to the outside plating?	YES.			
Angle Irons on ditto, No. 2	4 1/2 x 3 1/2 x 8/16		3 1/2 x 3 1/2 x 8/16	
Tie Plates, outside Hatchways	9 1/2 x 9/16		10 1/2 x 8/16	
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.	3			
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Outtop Beams				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold	Butts as per spec.			
do. do. do.	2 1/2 x 2 1/2		2 1/2	
Main piece of Rudder, diameter at head	6		5 1/2	
do. at heel	3 1/2		3	
Can the Rudder be unshipped afloat?	NO.			
Bulkheads No. 6 Thickness of 4 1/2 x 5/16 in. plank			4 1/2	
Height up	Fire bulkhead 14"			
How secured to sides of ship	Double framed.			
Size of Vertical Angle Irons	3 x 3 x 4/16 and distance apart 30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	YES.			

Transoms, material. Knight-heads. Hawse Timbers. Iron plates rangled.
 Windlass Iron Patent. Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 x 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above lower stringer and to Upper 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 1/8 in. diameter, averaging 5 3/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 x 3/4 in. diameter, averaging 3 1/2 x 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter averaging 3 3/4 x 3/4 ins. from centre to centre.

Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

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

Butts of Main Sheerstrake, treble riveted for Half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships

Butts of Main Stringer Plate, treble riveted for Half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per rule

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam Keel riveted to Panel No. of Breasthooks, 4 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? angle iron "Dumpplat" &
 Manufacturer's name or trade mark, Stockton M. S. Co. Plates "Skerna"
 The above is a correct description.
 Builder's Signature, Löbnitz Coulbourn & Co Surveyor's Signature, James Purdie
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable
 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
 Are the fillings between the ribs and plates solid single pieces? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
 Do any rivets break into or through the seams or butts of the plating? Very few and in butts only. 11928 Iron

Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If of Iron or Steel give 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

NUMBER for EQUIPMENT 15.902		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	210	1 7/8	37 1/8	270 18/16 40 1/2	Bowers		18.1.26	19 1/2	21	21 1/2
			Chain			55 1/2		3	18.0.6	19 1/2	21	21 1/2
	Fore Sails,	Tipton 7.4. 11 June 75. Nagama & Co. (State Machine where tested, Date, & name of Superintendent.)							14.3.4	16 7/8	17.3.11	18 1/8
	Fore Top Sails,											
	Fore Topmast Stay Sails	Harpen Strm Cbl	90	13/16	90.15 1/16 10		Teterton 7.4. 15 June 75. 170 lb. (State Machine where tested, Date, & name of Superintendent.)					
	Main Sails,	Hawser ...	150	9	90.9		Stream ...	1	8.0.0		9	
	Main Top Sails,	Towlines ...	150	8	90.5 1/2		Kedges ...	1	4.0.5		4 1/2	
	and	Warp ...	180	6							2 1/4	
		quality <u>good</u>										

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has 2 Life Long Boat and 2 others.
 The Windlass is Barfield's Patent Capstan timber and Rudder good Pumps one leads to each compartment
Engine Room Skylights.—How constructed? Iron coming in at top How secured in ordinary weather? Booted down
 What arrangements for deadlights in bad weather? Thick glass. Brass gratings.
Coal Bunker Openings.—How constructed? Cast Iron Frames How are lids secured? Bar across Height above deck? 4 in.
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Three square pots on each side

Cargo Hatchways.—How formed? Iron coming in
 State size **Main Hatch** 11 feet 6" x 9 feet Forehatch 7 feet 6" x 7 feet. Quarterhatch 9 feet 6" x 9 feet.
 If of extraordinary size, state how framed and secured? —
 What arrangement for shifting beams? Shifting beam of wood.
Hatches, If strong and efficient? Yes.

Order for Special Survey No. <u>1117</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1875</u>
Date <u>Dec 30/74</u>		2nd. On the plating during the process of riveting	<u>March 19. 24. 31. April 7. 21. 29</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>May 5. 12. 18. 26 June 2. 9. 17. 23. 30 July</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>8. 14. 28 August 4. 11. and 18th</u>
No. <u>150</u> in builder's yard.		5th. After the ship was launched and equipped	<u>—</u>

General Remarks (State quality of workmanship, &c.)
Is fitted with Water Ballast Tank to hold Beams. Length 42 feet (one raft)
Beams are plaid on top with 5/16 plates single turned at edges and double at butts.
Bulkheads shipped with plates 9 x 8 1/8 with two bars of angle iron 3 x 3 x 7/16. 30 in apart.
Tank has middle line Bulkhead (except in way of Stacks) 5/16 Keel stiffened with angle iron 3 x 3 x 5/16.
Extra large Keels. Filled 8 x 7/16 with two bars of angle iron for 90 feet.
This vessel has been constructed in accordance with the approved midship section herewith.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside Cement in bottom Paint above Outside Paint.

I am of opinion this Vessel should be Classed 100 A. Figure 1 omitted chains and anchors being only in accordance with French Veritas.
 The amount of the Entry Fee ... £ 5 : : : is received by me,
 Special ... £ 4 1/2 : : : 17th Aug. 1875.
 Certificate ... Gratis
 (Travelling Expenses, if any, £ 5.57.)

Committee's Minute 20th August 1875
 Character assigned 100 A
 M.C. Lloyd's M.C. 8. 175
 Lloyd's Register of Shipping
 Founded 1780