

IRON SHIP.

No. 686 Survey held at Greenwich Date, First Survey 23rd July Last Survey 20th Oct 13On the Screw Steamer "John Schoning" Master B. J. Schoning

TONNAGE under Tonnage Deck 403.92 ONE, OR TWO DECKED, THREE-DECKED VESSEL.
Ditto of 250.14 SPAR OR AWNING-DECKED VESSEL.
Ditto of 9.43 HALF BREADTH (moulded) 12.5
Ditto of 663.49 DEPTH from upper part of Keel to top of Upper Deck Beams 14.92
Ditto of 3.3.43 GIRTH of Half Midship Frame (per Rule) 23.63
Ditto of 630.06 1st NUMBER 51.1
Gross Tonnage 663.49 1st NUMBER, if THREE-DECKED VESSEL [deduct 7 feet]
Less Crew Space 3.3.43 LENGTH 172.6
Less Engine Room 212.32 2nd NUMBER 8819
Register Tonnage 417.74 PROPORTIONS—Breadths to Length 6.9
as out on Beam Depths to Length—Upper Deck to Keel 11.5
Main Deck ditto

Built at Greenwich
When built 1875 Launched 27 Sept 75
By whom built Cand. Co.
Owners Arnt Schoning
Port belonging to Gröto Norway
Destined Voyage Christiania
If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on deck as per Rule 172.6 BREADTH—Moulded 25.2 DEPTH top of Floors to Upper Deck Beams 13.72 Power of Engines 100 Horse. No. of Decks with flat laid Three
No. of Tiers of Beams

Dimensions of Ship per Register, length, 174.35 breadth, 25.2 depth, 13.56

KEEL, depth and thickness 7 x 2 3/8 Inches in Ship. 7 1/4 x 1 7/8 Inches per Rule.
STEM, moulding and thickness 7 x 2 3/8
STERN-POST for Rudder do. do. 3 7 x 3 1/2
for Propeller 21
Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 100A)

FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships 3 x 3 6 Inches in Ship. 3 x 3 6 Inches per Rule.
Do. for $\frac{1}{4}$ at each end 3 x 3 5

REVERSED FRAMES, Angle Iron 2 1/2 x 2 1/2 5
FLOORS, depth and thickness of Floor Plate 4 1/2 x 3 6
at mid line for half length amidships 4 1/2 x 3 6
thickness at the ends of vessel 4 1/2 x 3 6
depth at $\frac{3}{4}$ the half-bdth. as per Rule 4 1/2 x 3 6
height extended at the Bilges 4 1/2 x 3 6

BEAMS, Upper, Spar, or Awning Deck 4 1/2 x 3 6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4 1/2 x 3 6
Single or double Angle Iron on Upper edge 4 1/2 x 3 6
Average space 42

BEAMS, Main, or Middle Deck 6 x 6 6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 x 6 6
Single, or double Angle Iron, on Upper Edge 6 x 6 6
Average space 42

BEAMS, Lower Deck, Hold, or Orlop 8 1/2 x 3 1/2 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2 x 3 1/2 8
Single or double Angle Iron on Upper Edge 8 1/2 x 3 1/2 8
Average space 42

KEELSONS Centre line, single or double plate, 10 x 6 18
Box, or Intercoastal, Plates 10 x 6 18
Rider Plate 6 x 6 6
Bulb Plate to Intercoastal Keelson 6 x 6 6
Angle Irons 3 1/2 x 3 8 3 1/2 3 6
Double Angle Iron Side Keelson 3 1/2 x 3 8 3 1/2 3 6
Side Intercoastal Plate (Wash) 4 x 4 4
do. Angle Irons 4 x 4 4
Attached to outside plating with angle iron 4 x 4 4

BILGE Angle Irons 5 x 3 1/2 8 3 1/2 3 6
do. Bulb Iron 5 x 3 1/2 8 3 1/2 3 6
do. Intercoastal plates riveted to plating for length 5 x 3 1/2 8 3 1/2 3 6

BILGE STRINGER Angle Irons 3 1/2 x 3 8 3 1/2 3 6
Intercoastal plates riveted to plating for length 3 1/2 x 3 8 3 1/2 3 6

SIDE STRINGER Angle Irons 3 1/2 x 3 8 3 1/2 3 6

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron Patent Pall Bitt Iron

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

The REVERSED ANGLE IRONS on floors and frames extend across middle line to lower edge of stringer and to Main 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 in. diameter, averaging 5 ins. from centre to centre.

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

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of One Strake at Bilge for half length, double 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

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

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

Flat Keel Plates, breadth and thickness 30 9 30 9PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 30 9 30 9of doubling at Bilge, or increased thickness, and length applied — 7 8 8fm up. part of Bilge to lr. edge of Sh'rstrake — 7 10 7 10Main Sheerstrake, breadth and thickness 33 10 33 10of d'bling at Sh'rstrake, & length applied — 5 5from Mn. to Up. or Spar Dk. Sh'rstrake — 5 5Up. or Spar Dk Sh'rstrake, brdth & thickness — 5 5Butt Straps to outside plating, breadth & thickness 9 1/4 x 1 1/8 11 1/2 x 1 1/8 9 1/4 x 1 1/8 11 1/2 x 1 1/8Lengths of Plating 6 Spars 5 SparsShifts of Plating, and Stringers 2 2 2Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 21 6 21 6Angle Iron on ditto 3 x 2 1/2 x 6Tie Plates fore and aft, outside Hatchways 10 6 8 6Diagonal Tie Plates on Beams No. of Pairs, 12 x 3Planksheer material and scantling 12 x 3Waterways do. do. 2 3/4 2 3/4Flat of Upper Deck do. do. 2 3/4 2 3/4How fastened to Beams — 3 3Stringer Plate on ends of Main or Middle Deck 38 7 38 7Beams, breadth and thickness 38 7 38 7Is the Stringer Plate attached to the outside plating? YesAngle Irons on ditto, No. 2 3 1/2 x 3 x 6 3 1/2 x 3 x 6Tie Plates, outside Hatchways 10 6 8 7Diagonal Tie Plates on Beams, No. of pairs 12 x 3Waterway materials and scantlings 12 x 3Flat of Middle Deck do. do. 3 1/2 3 1/2How fastened to Beams — 3 3Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 21 6 21 6Is the Stringer Plate attached to the outside plating? YesAngle Irons on ditto, No. 2 3 1/2 x 3 x 6 3 1/2 x 3 x 6Stringer or Tie Plates, outside Hatchways 10 6 8 7Flat of Lower Deck 3 1/2 x 3 x 8Ceiling betwixt Decks, thickness and material 3 3in hold do. do. 2 1/2 P. Pine 2 1/2Main piece of Rudder, diameter at head 4 1/4 4 1/4do. at heel 2 1/2 2 1/2Can the Rudder be unshipped afloat? YesBulkheads No. 5 Thickness of 4 1/2 4 1/2Height up 4 to Main Deck 1 to Lower DeckHow secured to sides of ship Double framesSize of Vertical Angle Irons 3 1/2 x 2 1/2 x 7 1/2 and distance apart 30 ins.Are the outside Plates doubled two spaces of Frames in length? Yes

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
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? a few

Masts, Bowsprit, Yards, &c., are Wood 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 Light Pole Masts

15256 Ln

9.800

NUMBER for EQUIPMENT 10289

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
		Chain						Bowers	3165	12.0.2	13.17.20	12.0.0	13.17.20
									3167	12.0.0	13.17.20	10.0.0	12.4.0
									3166	10.0.19	12.3.0.0		
									3168	10.0.19	12.3.0.0		
									3169	10.0.19	12.3.0.0		
									3170	10.0.19	12.3.0.0		
									3171	10.0.19	12.3.0.0		
									3172	10.0.19	12.3.0.0		
									3173	10.0.19	12.3.0.0		
									3174	10.0.19	12.3.0.0		
									3175	10.0.19	12.3.0.0		
									3176	10.0.19	12.3.0.0		
									3177	10.0.19	12.3.0.0		
									3178	10.0.19	12.3.0.0		
									3179	10.0.19	12.3.0.0		
									3180	10.0.19	12.3.0.0		
									3181	10.0.19	12.3.0.0		
									3182	10.0.19	12.3.0.0		
									3183	10.0.19	12.3.0.0		
									3184	10.0.19	12.3.0.0		
									3185	10.0.19	12.3.0.0		
									3186	10.0.19	12.3.0.0		
									3187	10.0.19	12.3.0.0		
									3188	10.0.19	12.3.0.0		
									3189	10.0.19	12.3.0.0		
									3190	10.0.19	12.3.0.0		
									3191	10.0.19	12.3.0.0		
									3192	10.0.19	12.3.0.0		
									3193	10.0.19	12.3.0.0		
									3194	10.0.19	12.3.0.0		
									3195	10.0.19	12.3.0.0		
									3196	10.0.19	12.3.0.0		
									3197	10.0.19	12.3.0.0		
									3198	10.0.19	12.3.0.0		
									3199	10.0.19	12.3.0.0		
									3200	10.0.19	12.3.0.0		

Standing and Running Rigging Price & Humpen sufficient in size and good quality. She has one Long Boat and 4 others

The Windlass is Harfield's Patent Capstan 3 briches and Rudder Efficient Pumps one to each compartment 2 Engine 5 h.p.

Engine Room Skylights. How constructed Iron Cornings 10 above during the construction of the ship and are secured in ordinary weather by iron gratings

What arrangements for deadlights in bad weather? Sar Paulins

Coal Bunker Openings. How constructed Cast Iron lined with lids How are lids secured? Self Locking Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Open bulwarks at bow and stern

Cargo Hatchways. How formed? Iron Cornings

State size Main Hatch 7.5 x 6.0 Forehatch 5.0 x 6.0 Quarterhatch 5.6 x 4.6

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? Yes

Order for Special Survey No. 54

Date 30 June 1875

Order for Ordinary Survey No.

Date

No. 199 in builder's yard.

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

2nd. On the plating during the process 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 quality of workmanship, &c.) This Vessel is Schooner rigged and has an

awning deck extending all fore & aft. She has been built in conformity

with the Rules for 1874 and midship section and longitudinal plan

herewith appended which were submitted and approved by the

Committee in letter dated 13th May 1875, and the load

line fixed at 13 feet 2 inches. Hold beams have been fitted as

required by the Committee in letter dated 16th July as shown on sketch

appended. Side Ports as shown on accompanying sketch and approved

by the Committee in letter dated 10th Augt 1875 have been fitted

and the Watertightness in Awning Deck are well painted on the lower surface

and have been fitted between the surfaces as sanctioned by the Committee

letter dated Glasgow 16th August 1875 in consideration of American Oak

having been used. The Workman ship and Materials are of the

best description.