

IRON SHIP.

Rec 12/2/99 & 10/8/99

72 Survey held at Copenhagen Date, First Survey 10th Feb 1877 Last Survey 6th August 1877

the Steamer H. J. Pallisen Yard Number 105 Master Capt. Hansen

Age under 746.46 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Tonnage Deck 363.37 SPAR, OR AWNING-DECKED VESSEL.
 of Third, Spar, or Awning Deck.
 of Poop, or Raised Cr. Dk.
 of Houses on Deck 27.78
 of Forecastle
 Gross Tonnage 1137-61
 Less Crew Space 52-89
 Less Engine Room 364.04
 Register Tonnage 720-68
 as cut on Beam

Built at Copenhagen
 When built 1877 Launched 1877
 By whom built Bartholomaeus & Wain
 Owners Pallisen & Co. Steamship Comp
 Port belonging to Copenhagen
 Destined Voyage Mediterranean & Baltic
 If Surveyed while Building, Afloat, or in Dry Dock.
while in dock & afloat

LENGTH Feet. Inches. BREADTH Feet. Inches. DEPTH top of Floors to Upper Deck Beams Feet. Inches. Power of Engines Horse. N° of Decks with flat laid 2
 on deck as per Rule 210 Moulded 29 6 Deck Beams 22 6 Engines 120 N° of Tiers of Beams 3
 Do. do. Main Deck Beams 15 6

Dimensions of Ship per Register, length, breadth, depth,

KEEL, depth and thickness 8 x 2 3/8 Inches in Ship. Inches per Rule. 8 x 2 3/8
 STEM, moulding and thickness 8 x 2 3/8 7 1/4 x 2 3/8
 STERN-POST for Rudder do. do. 9 x 4 1/4 9 x 4 1/4
 for Propeller 9 x 4 1/4 9 x 4 1/4
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22 (Class 100 A)

FRAMES, Angle Iron, for 3/4 length amidships 3 1/2 3 7/16 3 1/2 3 7/16
 Do. for 1/2 at each end 3 1/2 3 7/16 3 1/2 3 7/16
 REVERSED FRAMES, Angle Iron 2 1/2 3 7/16 2 1/2 3 7/16
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 17 1/2 7/16 17 1/2 7/16
 thickness at the ends of vessel 17 1/2 7/16 17 1/2 7/16
 depth at 3/4 the half-bdth. as per Rule 11 7/16 8 3/4 7/16
 height extended at the Bilges 33 33

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 2 1/2 2 1/2 5/16 6 2 1/2 2 1/2 5/16
 Single or double Angle Iron on Upper edge 44 44
 Average space 44 44

BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 7 3 3 7/16 7 3 3 7/16
 Single, or double Angle Iron, on Upper Edge 44 44
 Average space 44 44

BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 7 3 3 7/16 7 3 3 7/16
 Single or double Angle Iron on Upper Edge 44 44
 Average space 44 44

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 13 13 10 1/16 13 10 1/16
 " Rider Plate 11 11 10 1/16 11 10 1/16
 " Bulb Plate to Intercoastal Keelson 4 1/2 2 1/2 7/16 4 1/2 2 1/2 7/16
 " Angle Irons 4 1/2 2 1/2 7/16 4 1/2 2 1/2 7/16
 " Double Angle Iron Side Keelson 4 1/2 2 1/2 7/16 4 1/2 2 1/2 7/16
 " Side Intercoastal Plate 3 1/8 3 1/8
 " do. Angle Irons 4 1/2 2 1/2 7/16 4 1/2 2 1/2 7/16
 " Attached to outside plating with angle iron 3 3 7/16 3 3 7/16

BILGE Angle Irons 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16
 " do. Bulb Iron 7 7 7/16 7 7 7/16
 " do. Intercoastal plates riveted to plating for 3 1/4 length 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16

BILGE STRINGER Angle Irons 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16
 Intercoastal plates riveted to plating for 3 1/4 length 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16

SIDE STRINGER Angle Irons 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16

Transoms, material. Knight-heads. Hawse Timbers.

Windlass Hawthorn Patent Pall Bitt

Flat Keel Plates, breadth and thickness 32 10 1/16 32 10 1/16
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 22 10 1/16 22 10 1/16
 of doubling at Bilge, or increased thickness, and length applied 8 1/2 10 1/16 8 1/2 10 1/16
 from up. part of Bilge to l. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness 42 10 1/16 42 10 1/16
 Butt Straps to outside plating, breadth & thickness 14 1/4 16 3/4 14 1/4 16 3/4
 Lengths of Plating 132 5 Spaces of Frames
 Shifts of Plating, and Stringers 44 44
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 34 7/16 34 7/16
 Angle Iron on ditto 3 1/2 3 1/2 7/16 3 1/2 3 1/2 7/16
 Tie Plates fore and aft, outside Hatchways 10 7/16 10 7/16
 Diagonal Tie Plates on Beams No. of Pairs, 5 10 7/16 10 7/16
 Planksheer material and scantling 18 4 1/2 18 4 1/2
 Waterways do. do. 6 3 1/2 6 3 1/2
 Flat of Upper Deck do. do. 6 3 1/2 6 3 1/2
 How fastened to Beams double fastening double fastening
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 34 7/16 34 7/16
 Is the Stringer Plate attached to the outside plating? Yes Yes
 Angle Irons on ditto, No. 2 4 1/2 3 1/2 7/16 4 1/2 3 1/2 7/16
 Tie Plates, outside Hatchways 10 7/16 10 7/16
 Diagonal Tie Plates on Beams, No. of pairs 5 10 7/16 10 7/16
 Waterways materials and scantlings 6 3 1/2 6 3 1/2
 Flat of Middle Deck do. do. 6 3 1/2 6 3 1/2
 How fastened to Beams double fastening double fastening
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 37 7/16 37 7/16
 Is the Stringer Plate attached to the outside plating? Yes Yes
 Angle Irons on ditto, No. 2 3 1/2 3 1/2 7/16 3 1/2 3 1/2 7/16
 Stringer or Tie Plates, outside Hatchways 10 7/16 10 7/16
 Flat of Lower Deck 6 3 1/2 6 3 1/2
 Ceiling betwixt Decks, thickness and material 2 1/4 1 1/2 2 1/4 1 1/2
 in hold do. do. 2 1/4 1 1/2 2 1/4 1 1/2
 Main piece of Rudder, diameter at head 5 1/4 5
 do. at heel 3 3
 Can the Rudder be unshipped afloat? Yes Yes
 Bulkheads No. 5 Thickness of 3/16 3/16
 Height up the Collision Bulkhead to Spardeck the others to Main Deck
 How secured to sides of ship to double frames
 Size of Vertical Angle Irons 2 1/2 3 7/16 and distance apart 26 ins.
 Are the outside Plates doubled two spaces of Frames in length? Yes Yes

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

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck and to Spardeck 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 1/8 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 ins. from centre to centre.

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

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 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 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

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

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

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? by welded knees No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best Sheffield's

Manufacturer's name or trade mark, Robert & Co. Harrow & Sons Keel plates and plates at triple best.

The above is a correct description.

Builder's Signature, M. J. Hansen Surveyor's Signature, J. W. Smith

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? *Solid in one length*
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? *no*

Masts, Bowsprit, Yards, &c., are *red pine* 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

Foremast Length 60' Diameter 19"
Mast - 64' - 19"

NUMBER for EQUIPMENT *15451*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain ...	240	1 1/2	40 1/2	240 - 1 1/2	40 1/2	Bowers ...	2	22 Cwt	23 Ton	0-2-7	
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)							1	16	17-4-3-14		
	Fore Topmast Stay Sails	Hmpn Strm Cbl											
	Main Sails,	Hawser ...	90	8"		10		Stream ...	1	9			
	Main Top Sails,	Towlines ...	90	7"		9		Kedges ...	1	4 1/2			
	and	Warp ...	180	6"		5 1/2							
		quality	180	5 1/2"									

Standing and Running Rigging *adequate* sufficient in size and *good* in quality. She has *4* ~~Boats~~ *(2 Life boats)*

The Windlass is *Wheeler's patent*. Capstan *and Rudder* *good* Pumps *one in each compartment.*

Engine Room Skylights.—How constructed? *infilled with a Deckhouse* How secured in ordinary weather? *Seal lights with bulge*

What arrangements for deadlights in bad weather? *Cover of iron.*

Coal Bunker Openings.—How constructed? *very substantial.* How are lids secured? *With iron bars.* Height above deck? *6" from Spar*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *As there is no bulwark but she has the water runs down by rails.*

Cargo Hatchways.—How formed? *very strong.*

State size Main Hatch *16 1/2' x 9'* Forehatch *14 1/2' x 9'* Quarterhatch *12 1/2' x 9'*

If of extraordinary size, state how framed and secured? *beams of extra strength.*

What arrangement for shifting beams?

Hatches, If strong and efficient? *yes.*

Order for Special Survey No. *1*

Date *17/2 1877*

Order for Ordinary Survey No.

Date

No. *105* 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

14th of March

20th April

5th of June

30th Nov.

20th July

Twice a week

has generally been

the cause of my

presence with builder

General Remarks, (State quality of workmanship &c.)

This vessel now finished and built for Class 100 A-1. has been

Water tank is fitted amidships between 2 watertight bulkheads. Height of tank 10 feet. Capacity about 200 tons. Besides a water tank at each end of the ship fore and aft the bulkheads. — Carefully constructed and built from good materials and by good workmanship. Builders and Engine likewise good and substantial and has undergone survey and trials as required by Law of 24th April 1875 of this Country.

I beg to recommend said Vessel for the Class in Lloyd's Book as desired by 100 A-1. If so it may please the Committee to grant, and that Certificate to that effect may be sent into my hands.

Two Decks.

Spar Deck.

none

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *by Ballou's Cement* Outside *3 coats of red lead paint*

I am of opinion this Vessel should be Classed *100 A-1*

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

Sub for 1000 Tons Special *£ 53 : 8 : 6* *7th Aug 1877* *J. J. Sadron*

6th for 137.4 Certificate *£ 0 : 5 : 0*

(Travelling Expenses) *£ 58.13.6*

(if any) *£ 1-0-0*

Committee's Minute *10th August 1877.*

Character assigned

100 A-1

J. J. Sadron & Spar Deck St. B

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J. J. Sadron
Surveyor to Lloyd's
It is submitted that this vessel appears eligible to be classed 100 A-1