

# IRON OR STEEL SHIP.

Date of writing Report *18<sup>th</sup> June 1891* Port of *Sevastopol*  
 Date, First Survey *16<sup>th</sup> June* Last Survey *17<sup>th</sup> June 1891*

No. *10* Survey held at *Sevastopol* On the *1/2 "Nishnij Novgorod" ex "Saxonia"* Rig *Bk.*

**Tonnage** under  
 Tonnage Deck  
 between Tonnage Dk.  
 and 3rd, 4th, Spar or  
 Awning Dk. *158.00*  
 Total under Upper Dk. *2880.72*  
 of Poop  
 of Raised Qr.  
 Dk. or Break  
 of Bridge House  
 of Houses on Deck  
 of excess of Hatchways  
 of Forecastle  
 Gross Tonnage *2880.72*  
 Crew Space *2736.72*  
 Engine Room  
 ster Tonnage *295.75*  
 out on Beam *1740.97*

**ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 SPAR, OR AWNING-DECKED VESSEL.**  
 Half Breadth (moulded) *20-2*  
 Depth from upper part of Keel to top of Upper Deck Beams *28-4*  
 Girth of Half Midship Frame (as per Rule) *41-3*  
 1st Number *89-9*  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet  
 Length *321-00*  
 2nd Number *288-57*  
 Proportions— Breadths to Length .. *7-98*  
 Depths to Length—Upper Deck to Keel .. *9-4*  
 Main Deck ditto .. *11-3*

Master *Malinofsky*  
 Year of appointment *1891*  
 Built at *Greenock*  
 When built *1857* Launched  
 By whom built *Caird & Co.*  
 Owners *D. J. Ratner*  
 Managers  
 (If desired to be entered in Reg. Book.)  
 Residence *Odessa*  
 Port belonging to  
 Destined Voyage *Ocean*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
*Dry Dock Sevastopol*

**LENGTH** on deck as per Rule *314 1/4* **BREADTH**—Moulded... *40 3 1/2* **DEPTH** top of Floors to Upper Deck Beams *26 0* **Power of Engines** ... *34 2* **Horse.** *260* **Nº. of Decks with flat laid** *3* **Nº. of Tiers of Beams** *4*

Dimensions of Ship per Register, length, *321*, breadth, *40.29*, depth, *26.02*, Moulded depth *36-6*.

**KEEL**, depth and thickness *10 3/4 x 11 1/4*  
**STEM**, moulding and thickness *11 x 2 3/4*  
**STERN-POST** for Rudder do. do. *11 x 6 1/2*  
 " " for Propeller *11 x 6 1/2*  
 Distance of Frames from moulding edge to moulding edge, all fore and aft *24"*

**FRAMES**, Angle Iron, for 1/2 length amidships *5 1/2 x 3 1/2*  
 Do. for 1/4 at each end *5 1/2 x 3 1/2*  
**REVERSED FRAMES**, Angle Iron *3 1/2 x 3 1/2*  
**FLOORS**, depth and thickness of Floor Plate at mid line for half length amidships *26 1/2 x 10*  
 " thickness at the ends of vessel *8*  
 " depth at 3/4 the half-bdth. as per Rule *8*  
 " height extended at the Bilges *32*

**BEAMS, Upper, Spar, or Awning Deck** *5 1/2 x 3 1/2*  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
 Single or double Angle Iron on Upper edge  
 Average space *36*  
**BEAMS, Main, or Middle Deck** *7 1/2 x 8 1/2*  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
 Single or double Angle Iron on Upper Edge *32 1/2 x 8*  
 Average space *36*  
**BEAMS, Lower Deck** *7 1/2 x 8 1/2*  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
 Single or double Angle Iron on Upper Edge *32 1/2 x 7*  
 Average space *36*  
**BEAMS, Hold, or Orlop** *7 1/2 x 8 1/2*  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron  
 Single or double Angle Iron on Upper Edge *32 1/2 x 7*  
 Average space *36*  
**KEELSONS** Centre line, single or double plate, box, or intercostal, Plates *32 x 10*  
 " Rider Plate *none*  
 " Bulb Plate to Intercostal Keelson *3 1/2 x 6 10*  
 " Angle Irons *6 1/2 x 3 1/4*  
 " Double Angle Iron Side Keelson *8*  
 " Side Intercostal Plate *none*  
 " do. Angle Irons *none*  
 " Attached to outside plating with angle iron *6 3 8*  
**BILGE** Angle Irons *9 x 9*  
 " do. Bulb Iron *9 x 9*  
 " do. Intercostal plates riveted to plating for length *6 1/2 x 3 1/4 x 10*  
**BILGE STRINGER** Angle Irons *8 3 6*  
 Intercostal plates riveted to plating for length

**SIDE STRINGER** Angle Irons *on edge of beam*

The **FRAMES** extend in one length from *bilges* to *main deck* Riveted through plates with *12/16* in. Rivets, about *7* apart.  
 The **REVERSED ANGLE IRONS** on floors and frames extend *keel* middle line to *turn of bilges* 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 1/16* in. diameter, averaging *3 1/2* ins. from centre to centre. *Zig-zag*  
 " Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *1 1/16* in. diameter, averaging *3 1/2* ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked *carvel*, double riveted; with rivets *1 1/16* in. diameter averaging *3 1/2* ins. from centre to centre.  
 " Butts of *shear* Strakes at Bilge for *12* length, treble riveted with Butt Straps. *2 1/16* thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clench, *double or single riveted*; with rivets *1 1/16* in. diameter, averaging *3 1/2* ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked *carvel*, double riveted; with rivets in. diameter, averaging *3 1/2* 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 *12* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.  
 " Butts of Main Stringer Plate, treble riveted for *12* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *12* length.  
 " Breadth of laps of plating in double riveting *6* Breadth of laps of plating in single riveting *none*  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *yes* No. of Breasthooks, *6* Crutches, *4*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
 Manufacturer's name or trade mark, *unknown*  
 The above is a correct description.  
 Builder's Signature, *A. Postelmann* Surveyor's Signature, *A. Postelmann*  
 Surveyors to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *not 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? *good*  
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? *no*

Masts, Bowsprit, Yards, &c., are in *good* order 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: *Bowsprit 23' 3", Fore Mast 49' 8", Main mast 52', Mizzen mast 46', fore & main masts of iron and mizzen mast of wood.*

Number for Equip- ment 28. 557.		CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
Letter for do. W		Number of Certificate.	Fathoms.	Inches.								
N <sup>o</sup> .	SAILS.	Starboard	135	2 1/8	150-2	135-2 1/8		1	40		40	not produced
	Fore Sails,	Port	135	2	120 1/2	135-2 1/16		1	40		40	
	Fore Top Sails,							1	40		40	
	Fore Topmast Stay Sails,	Iron Stream Chain or Steel Wire ..										
	Main Sails,	Hempen Str'm Cable										
	Main Top Sails,	TOWLINE—	100	4 steel	90-1 1/2				120		114	
	and quality	Hemp or Steel Wire.	100	10	90-9			Stream .. 1	12		12	
	good	Hawser .....	100	9	90-3			Kedge .....	6		6	
		Warp .....	100	9	90-3			2nd Kedge .....	6		3	

Standing and Running Rigging *good* sufficient in size and *good* in quality. She has *4* Long Boat and *2* yards

The Windlass is *Steam with* Capstan *forward* and Rudder *good* Pumps *3*.

Engine Room Skylights.—How constructed? *Skylights on awn deck* How secured in ordinary weather? *battered down & painted*

What arrangements for deadlights in bad weather? *wooden shutters.*

Coal Bunker Openings.—How constructed? *round, ci open* How are lids secured? *screwed down* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open bulwark*

Cargo Hatchways.—How formed? *Iron commings* Hatches, If strong and efficient? *yes*

State size Main Hatch *14' 9" x 7' 0"* Forehatch *8' 0" x 7' 0"* Quarterhatch *8' 0" x 7' 2" 8' 8" x 4' 3"*

If of extraordinary size, state how framed and secured... *ordinary size* What arrangement for shifting beams? *cross beams & fore & aft wooden spars*

Order for Special Survey No. <i>3</i>	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	<i>unknown</i>	Total No. of Visits
Date <i>27 May</i>		2nd. On the plating during the process of riveting		
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....		
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..		
in builder's yard.		5th. After the ship was launched and equipped		

State dates of letters respecting this case *none*

General Remarks (State quality of workmanship, &c.) *The ship appears to be built very strongly and could be classed 100 A1, but taking into consideration her age we think that 95 A1 would be the proper class for her.*

*Engines and Boilers are in good and efficient order examined on the voyage from Odessa to Sevastopol under steam and previous to that in Odessa as per Section 48 and B & M.S. in red can be assigned.*

How are the surfaces preserved from oxidation? Inside *Painted with red lead.* Outside *Anticor. compos.*

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) *3*

Material of dks. *wood* If spar, awn. dk., &c. *wood*. Material of spar, awn. dk., &c. *wood*; No. of tiers of beams (with and without dks. laid) *4*;

Official No. *2482*; Signal Letters *KTJD*. If double bottom, state particulars on separate form. *without*

I am of opinion this Vessel should be Classed *95 A1*.

The amount of the Entry Fee .....£ *3 : 0 : 0* is received by me, *W. J. Bostelman*

Special .....£ *4 : 4 : 0* *15 June 1891*

(to be sent as per margin). Certificate (Travelling Expenses, if any, £ *3 0 0*).

Committee's Minute

Character assigned *Deferred for further survey*

