

IRON SHIP.

No. 204 Survey held at Elbing Date, First Survey February Last Survey May/June 1877

On the (Ferry boat) Paddle Steamer "Lillibelt No. 2" Master _____

TONNAGE under Tonnage Deck 178 1/2
 Ditto of Third, Spar, or Awning Deck.)
 Ditto of Poop, or Raised Qr. Dk.)
 Ditto of Houses on Deck)
 Ditto of Forecastle)
 Gross Tonnage 284
 Less Crew Space)
 Less Engine Room)
 Register Tonnage as cut on Beam 129

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams
GIRTH of Half Midship Frame (as per Rule)
1st NUMBER
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet
LENGTH
2nd NUMBER
PROPORTIONS—Breadths to Length
 Depths to Length—Upper Deck to Keel
 Main Deck ditto

Built at Elbing
 When built 1877 Launched 30th May, 1877
 By whom built F. Schichau
 Owners Danish Government Railway
 Port belonging to Friedericia - Skibb
 Destined Voyage between do. & do.
 for Sound purposes.
 Surveyed while Building, Afloat, or in Dry Dock.

PLANS CASE

Official Number

LENGTH on deck as per Rule 140 Feet. Inches. **BREADTH** Moulded 26 Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams 11 Feet. Inches. **Power of Engines** 90 Horse. **No. of Decks with flat laid**
No. of Tiers of Beams

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	16ths In Ship.	Inches required per Rule.	16ths required per Rule.
KEEL , depth and thickness	6 X 1 1/2"				
STEM , moulding and thickness	6 X 1 3/4"				
STERN-POST for Rudder do. do.	6 X 1 3/4"				
Distance of Frames from moulding edge to moulding edge, all fore and aft	20"	(Class)			
FRAMES , Angle Iron, for 2/3 length amidships	3	2 1/2	3/8		
Do. for 1/3 at each end	2 1/4	2 1/4	1/4		
REVERSED FRAMES , Angle Iron	12	14"			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships					
thickness at the ends of vessel					
depth at 3/4 the half-bdth. as per Rule					
height extended at the Bilges					
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	4	3/8		
Single or double Angle Iron on Upper edge	double T				
Average space					
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6	4	6/16		
Single or double Angle Iron, on Upper Edge	40				
Average space					
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					
Single or double Angle Iron on Upper Edge					
Average space					
KEELSONS Centre line, single or double plate, box, or intercostal, Plates					
" Rider Plate					
" Bulb Plate to Intercostal Keelson	4	3	6/16		
" Angle Irons					
" Double Angle Iron Side Keelson					
" Side Intercostal Plate	9	4	6/16		
" do. Angle Irons					
" Attached to outside plating with angle iron					
BILGE Angle Irons	2 1/2	2 1/2	5/16		
do. Bulb Iron					
do. Intercostal plates riveted to plating for length	3	3	5/16		
BILGE STRINGER Angle Irons					
Intercostal plates riveted to plating for length					
SIDE STRINGER Angle Irons					
Transoms, material. Knight-heads. Hawse Timbers.					
Windlass <u>Patent</u> Pall Bitt					

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied
 fm up. part of Bilge to lr. edge of Sh'rstrake
 Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
 Up. or Spar Dk. Sh'rstrake, brdth & thickness
 Butt Straps to outside plating, breadth & thickness 8 7 x 8.
 Lengths of Plating 120
 Shifts of Plating, and Stringers always two frames apart & two strakes between before other butt.
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness
 Angle Iron on ditto
 Tie Plates fore and aft, outside Hatchways 9 6/16
 Diagonal Tie Plates on Beams No. of Pairs,
 Planksheer material and scantling
 Waterways do. do.
 Flat of Upper Deck do. do. 5 X 2 1/2
 How fastened to Beams
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 2 1/2 6.
 Is the Stringer Plate attached to the outside plating? Yes.
 Angle Irons on ditto, No. one 3-3 5.
 Tie Plates, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs
 Waterways materials and scantlings
 Flat of Middle Deck do. do.
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 12 5.
 Is the Stringer Plate attached to the outside plating? Yes.
 Angle Irons on ditto, No. Two 2 1/2 - 2 1/2 5.
 Stringer or Tie Plates, outside Hatchways
 Flat of Lower Deck
 Ceiling betwixt Decks, thickness and material in hold do. do.
 Main piece of Rudder, diameter at head 4
 do. at heel 2 1/2
 Can the Rudder be unshipped afloat? No
 Bulkheads No. 4 Thickness of 3/16
 Height up to deck
 How secured to sides of ship angle iron
 Size of Vertical Angle Irons 2 1/2 X 2 1/2 X 3/16 and distance apart 36 ins.
 Are the outside Plates doubled two spaces of Frames in length?

The **FRAMES** extend in one length from keel to deck. Riveted through plates with 5/8 in. Rivets, about 2 3/4 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to deck and to bilge 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 4 3/4 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 2 5/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.
 Butts of Strakes at Bilge for length, double riveted with Butt Straps thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 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, double riveted whole length amidships.
 Butts of Main Stringer Plate, treble riveted for whole length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for whole length.
 Breadth of laps of plating in double riveting 8 1/2 Breadth of laps of plating in single riveting 2 3/4 to 3"
 Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? 5/8" rivets Breadth of strap 15 1/2"
 Waterway, how secured to Beams (Explain by Sketch, if necessary.) No. of Breasthooks, Crutches,
 Beams of the various Decks, how secured to the sides?
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? English B. B. plating & Swedish iron.
 Manufacturer's name or trade mark,
 The above is a correct description.
 Builder's Signature, F. Schichau Surveyor's Signature, Emil Paderewski
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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? No.

Masts, Bowsprit, Yards, &c., are _____ in _____ 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 18777 Iron

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c. Chain	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.
									Bowers					
	Fore Sails,		80	1	27 tons.					2	6 Cwt.			
	Fore Top Sails,		60 1/2	3/4	15.2.2.0									
	Fore Topmast Stay Sails				Netherlon near Sudley.									
	Main Sails,	Hmpn Strm Cbl			D. G. Lewis.									
	Main Top Sails,	Hawser ...								1	3 Cwt.			
		Towlines ...								1	1 1/2 Cwt.			
		Warp ...												
	and	quality												

Made at Mr. Schichar Ship-yard and not tested.

Standing and Running Rigging sufficient in size and _____ in quality. She has _____ Long Boat and two Boats.

The Windlass is in good condition Capstan _____ and Rudder good. Pumps good.

Engine Room Skylights.—How constructed? _____ How secured in ordinary weather? _____

What arrangements for deadlights in bad weather? _____

Coal Bunker Openings.—How constructed? _____ How are lids secured? _____ Height above deck? _____

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

Cargo Hatchways.—How formed? _____

State size Main Hatch _____ Forehatch _____ Quarterhatch _____

If of extraordinary size, state how framed and secured? _____

What arrangement for shifting beams? _____

Hatches, If strong and efficient? _____

Order for Special Survey No. _____	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	Special Survey
Date _____		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..	
No. _____ in builder's yard.		5th. After the ship was launched and equipped	

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

The has been built of Swedish and German Iron of best quality and the workmanship is very careful and good.

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

How are the surfaces preserved from oxidation? Inside Cemented & painted Outside Painted.

I am of opinion this Vessel should be Classed A-

The amount of the Entry Fee ... £ 3 : 0 : 0 is received by me,
 Special ... £ 14 : 4 : 0 1877
 Certificate ... 0 : 5 : 0

(Travelling Expenses, if any, £/s./d.)

Committee's Minute _____ 10th July, 1877.

Character assigned A- for review on similar purposes only
 Lloyd's Register Foundation

