

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 1784 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 284

Less Crew Space

Less Engine Room

Register Tonnage 129 as cut on Beam

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 Fredericia - Skibb

Destined Voyage between do. & do.

for Sound purposes.
Surveyed while Building, Afloat, or in Dry Dock.

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. Do. do. Main Deck Beams 6 Power of Engines 90 Horse. N^o. of Decks with flat laid N^o. of Tiers of Beams

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

KEEL, depth and thickness 6 x 1 1/2" Inches in Ship. Inches per Rule.
STEM, moulding and thickness 6 x 1 3/4"
STERN-POST for Rudder do. do. 6 x 1 3/4"
for Propeller
Distance of Frames from moulding edge to moulding edge, all fore and aft 20" (Class)

FRAMES, Angle Iron, for 1/2 length amidships 3 Inches. In Ship. 16ths. required 2 1/2 3/8.
Do. for 1/4 at each end 2 1/4 2 1/4 1/4

REVERSED FRAMES, Angle Iron 12 1/4"
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 1/4"
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
" Angle Irons 4 3 6/16
" Double Angle Iron Side Keelson
" Side Intercostal Plate 9 4 6/16
" do. Angle Irons I
" Attached to outside plating with angle iron 2 1/2 2 1/2 5/16

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 Patent 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 l. 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 21 6.
Is the Stringer Plate attached to the outside plating? Yes 3-3 5.
Angle Irons on ditto, No. one
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 2 1/2 - 2 1/2 5.
Angle Irons on ditto, No. Two
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 1/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 1/8 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 Upper or Spar Sheerstrake, double riveted whole length amidships.

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

Butts of Main Stringer Plate, treble riveted for whole length amidships. 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.)

Beams of the various Decks, how secured to the sides? No. of Breasthooks, Crutches,

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 Lueders

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 187 7/8 Iron

NUMBER for EQUIPMENT

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

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. _____

Date _____

Order for Ordinary Survey No. _____

Date _____

No. _____ 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

Special Survey

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 : 0 187 _____

Certificate ... 0 : 5 : 0.

(Travelling Expenses, if any, £15.0.0).

Committee's Minute _____ 10th July, 1877.

Character assigned A- for review on _____

Lloyd's Register

It is submitted that this vessel appears eligible to be classed A- For river or similar purposes only
Lloyd's Register Foundation