

IRON SHIP.

No. *6113* Survey held at *Govan* Date, First Survey *8 May 1882* Last Survey *22 May 1883*
 On the *S.S. Norham Castle* 2 masts.

TONNAGE under Tonnage Deck } *2884.97*
 Ditto of Third, Spar, or Awning Deck } *1127.35*
 Ditto of Propeller } *1012.32*
 Ditto of Hovels on Deck } *185.34*
 Ditto of Forecastle } *43.17*
 Gross Tonnage } *4240.83*
 Less Crew Space } *162.21*
 Less Engine Room } *4078.62*
 Register Tonnage } *1357.07*
 as cut on Beam } *2721.55*

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) ... *24.0*
 Depth from upper part of Keel to top of Upper Deck Beams ... *34.0*
 Girth of Half Midship Frame (as per Rule) ... *51.6*
 1st Number ... *109.6*
 1st Number, if a 3-Decked Vessel ... deduct 7 feet *7.0*
 Length ... *102.6*
 2nd Number ... *38782*
 Proportions— Breadths to Length ... *7.8*
 Depths to Length—Upper Deck to Keel ... *11.1*
 Main Deck ditto ... *14.4*

Master *A. Winchester*
 Built at *Govan*
 When built *1882-83* Launched *26 Feb/83*
 By whom built *J. Elder & Co*
 Owners *Donald Currie & Co*
 Residence *Fenchurch St. London*
 Port belonging to *London*
 Destined Voyage *London*
 If Surveyed while Building, Afloat, or in Dry Dock, *While Building & afloat*

LENGTH on deck as per Rule ... *340* Feet. Inches. BREADTH Moulded ... *48* Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... *31* Feet. Inches. Do. do. Main Deck Beams ... *23* Feet. Inches. Power of Engines ... *600* Horse. N° of Decks with flat laid *3* N° of Tiers of Beams *3*

Dimensions of Ship per Register, length, breadth, depth, moulded depth	Inches in Ship, In Ship, 16ths, In Ship	Inches per Rule, Inches, 16ths, Inches, 16ths	Flat Keel Plates, breadth and thickness	Inches, In Ship, 16ths, Inches, 16ths
KEEL, depth and thickness	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36 14 36 14</i>
STEM, moulding and thickness	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	From Garboard to upper part of Bilges	<i>12 1/2 13 12 1/2 13</i>
STERN-POST for Rudder do. do.	<i>12 x 7 1/2</i>	<i>11 x 6 1/2</i>	Of d'bling at Bilge, <i>on increased thickness</i> and length applied <i>1/2 length</i>	<i>13 13</i>
" " for Propeller	<i>12 x 7 1/2</i>	<i>11 x 7</i>	From up. prt of Bilge to l.r. edge of Sh rstrake	<i>12 1/2 13 12 1/2 13</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 ins</i>	<i>24 ins</i>	Main Sheerstrake, breadth and thickness	<i>82 15 40 15</i>
FRAMES, Angle Iron, for 3/4 length amidships	<i>6 3 1/2 9</i>	<i>6 3 1/2 9</i>	Of d'bling at Sh stk. & lng. applied <i>2 1/2</i>	<i>45 16 45 16</i>
Do. for 1/2 at each end	<i>4 5 1/2 9</i>	<i>4 3 1/2 9</i>	From Main to Upper or Spar Dk. Sh rstrake	<i>9 9 16 9 9 16 9</i>
REVERSED FRAMES, Angle Iron	<i>4 5 1/2 9</i>	<i>4 3 1/2 9</i>	Up. or Spar Dk Sh rstrake, breadth & thickness	<i>9 9 16 9 9 16 9</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>30 10 30 10</i>	<i>30 10 30 10</i>	Butt Straps to outside plating, breadth & thickness	<i>6 1/2 16 6 1/2 16</i>
thickness at the ends of vessel	<i>15 ins</i>	<i>15 ins</i>	Lengths of Plating	<i>2 - - -</i>
depth at 3/4 the half-bdth. as per Rule	<i>60 ins</i>	<i>60 ins</i>	Shifts of Plating, and Stringers	<i>2 - - -</i>
height extended at the Bilges	<i>10 10 10 10</i>	<i>10 10 10 10</i>	Gunwale Plate on ends of <i>Awning, Spar, or</i> Upper Deck Beams, breadth and thickness	<i>82 10 53 10</i>
BEAMS, Upper, Spar, or Awning Deck	<i>10 10 10 10</i>	<i>10 10 10 10</i>	Angle Iron on ditto	<i>8 x 4 x 9 8 x 4 x 9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2 7 3 1/2 3 1/2 7</i>	<i>3 1/2 3 1/2 7 3 1/2 3 1/2 7</i>	Tie Plates fore and aft, outside Hatchways	<i>Complete Iron</i>
Single or double Angle Iron on Upper edge	<i>48 ins</i>	<i>48 ins</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>Deck 7/16 thick. Covered with 3/2</i>
Average space	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Flat of Up., Spar, or Awning Dk.	<i>How fastened to Beams</i>
BEAMS, Main, or Middle Deck	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Stringer Plate on ends of Main or Middle Deck	<i>Beams, breadth and thickness</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes Yes</i>
Single or double Angle Iron, on Upper Edge	<i>48 ins</i>	<i>48 ins</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9 4 x 4 x 9</i>
Average space	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Tie Plates, outside Hatchways	<i>Complete Iron Deck</i>
BEAMS, Lower Deck	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>7/16. Covered with 3/2</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	Flat of Middle Deck do.	<i>How fastened to Beams</i>
Single or double Angle Iron on Upper Edge	<i>48 ins</i>	<i>48 ins</i>	Stringer Plates on ends of Lower Deck, <i>Hold on</i> Beams	<i>51 9 51 9</i>
Average space	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes Yes</i>
BEAMS, Hold, or Orlop	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9 4 x 4 x 9</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	Tie Plates, outside Hatchways	<i>Complete Iron Deck</i>
Single or double Angle Iron on Upper Edge	<i>48 ins</i>	<i>48 ins</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>7/16. Covered with 3/2</i>
Average space	<i>11 1/2 10 11 1/2 10</i>	<i>11 1/2 10 11 1/2 10</i>	Flat of Middle Deck do.	<i>How fastened to Beams</i>
KEELSONS Centre line, single or double plate, and <i>Intercoastal</i> , Plates	<i>22 11 22 11</i>	<i>22 11 22 11</i>	Stringer Plates on ends of Lower Deck, <i>Hold on</i> Beams	<i>51 9 51 9</i>
" Rider Plate	<i>14 11 14 11</i>	<i>14 11 14 11</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes Yes</i>
" Bulb Plate to Intercoastal Keelson	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9 4 x 4 x 9</i>
" Angle Irons	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Tie Plates, outside Hatchways	<i>Complete Iron Deck</i>
" Double Angle Iron Side Keelson	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>7/16. Covered with 3/2</i>
" Side Intercoastal Plate	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Flat of Middle Deck do.	<i>How fastened to Beams</i>
" Plate <i>22 x 11/8</i> Angle Irons	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Stringer Plates on ends of Lower Deck, <i>Hold on</i> Beams	<i>51 9 51 9</i>
" Attached to outside plating with angle iron	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8 3 1/2 3 1/2 8</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes Yes</i>
BILGE Angle Irons	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9 4 x 4 x 9</i>
" do <i>Plate Bulb Iron</i>	<i>18 14 16 14</i>	<i>18 14 16 14</i>	Tie Plates, outside Hatchways	<i>Complete Iron Deck</i>
" do Intercoastal plates riveted to plating for <i>3/8</i> length	<i>10 10</i>	<i>10 10</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>7/16. Covered with 3/2</i>
BILGE STRINGER Angle Irons	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Flat of Middle Deck do.	<i>How fastened to Beams</i>
Intercoastal plates riveted to plating for <i>3/8</i> length	<i>10 10</i>	<i>10 10</i>	Stringer Plates on ends of Lower Deck, <i>Hold on</i> Beams	<i>51 9 51 9</i>
SIDE STRINGER Angle Irons	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Is the Stringer Plate attached to the outside plating?	<i>Yes Yes</i>
Intercoastal <i>11/8</i> for <i>3/8</i> d. Bulb <i>11 x 10 1/8</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	<i>6 1/2 4 1/2 10 6 1/2 4 1/2 10</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9 4 x 4 x 9</i>

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *gunwale* and to *upper 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 1/4* in. diameter, averaging *6* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *1 1/4* in. diameter, averaging *4 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, *double* riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.
 Butts of *all* Strakes at Bilge for *2/3* length, treble riveted with Butt Straps *7/8* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, *double* riveted; with rivets *7/8* 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 *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 *6 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? *Double & Double* No. of Breasthooks, *5* Crutches, *deep floors*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Hockley & Co., Leeds*
 Manufacturer's name or trade mark, *Thorne & Nairn, H.M. & Co., Govan*
 The above is a correct description.
 Builder's Signature *J. Elder & Co* Surveyor's Signature, *J. Elder & Co*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Planed

6113 gls

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 very few

Masts, Bowsprit, Yards, &c., are Iron 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 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 2 masts constructed in accordance with the 2 tracings attached herewith, and with the Secretary's letter of the 9th June 1882. The Iron is "Blydesdale" Best Boiler, each thickness was tested and found satisfactory.

NUMBER for EQUIPMENT		45570	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS.	CABLES, &c.	150 1/2	2 3/8	142.1	300 7	Tipton	Bower Anchors	6983	48.0.21	41.5.2.14	4.3	Tipton
		Chain	150 1/2		101.5	23 1/2			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	6912	46.1.7.7	40.2.0.2	
Fore Sails,		Iron Stream Chain	9	1 1/2	42.125	1882	signed		6913	43.3.14	39.10.2.0	165 1/2	signed
Fore Top Sails,		or Steel Wire ..	90 1/2	1 1/4	28.125	90-1 1/4	by		6911	43.1.21	38.5.0.0	cut-	by
Fore Topmast Stay Sails,		or Hempen Strm } Cable	120	4 3/4	5.2	Centif ² bradawl	Doitt.		6910	18.0.14	16.12.0.21	14	E.R.
		Towline, Hemp.	90	2 1/2	5	Key Builders			6919	8.0.21	10.7.2.0	7	Doitt.
Main Sails,		or Steel Wire ..	90	12	See Sup ⁴	120.4 3/4	5.	Stream Anchor	6908	3.3.11	6.8.1.7	3 1/2	
		Hawser	180	9	letter	90-1 1/2		Kedge ...		1.0.3			
Main Top Sails,		Warp	180	8	15 Feb	90-10		2nd Kedge ...					
and spare		quality good	90	5	1883								

There are two deep water ballast tanks, one aft each side and under shaft tunnel 40 ft long, 10 ft high containing 152 tons of water; and another each side and under passage between engine & boiler spaces, 20 ft long, 8 ft high and containing 230 tons of water; each of these tanks has been tested with a head of water up to the load line and found satisfactory. Forecastle 59 ft; open Bridge house 100 ft long. House, a aft Bridge 12 1/2 ft long x 14 1/2 ft broad; shade deck with open sides aft 8 ft covering middle line house 52 1/2 x 20 1/2 and skylight to saloon framed up to height of shade deck 16 ft x 15 ft.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside 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, (Signature) 21/5/1883

Special ... £ 120 : 19 : 0

Certificate ... (to be sent as per margin).

(Travelling Expenses, if any, £ ...).

Committee's Minute

Character assigned

FRIDAY 25 MAY 1883 18

100 A

21/5/1883

3 Mts 2 1/2 Mts

Lloyd's Register Foundation