

IRON SHIP.

Rec'd 24th May 1883

No. *113* Survey held at *Govan* Date, First Survey *8th May 1882* Last Survey *22nd 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 Hoops on Deck } *185.34*
 Ditto of Forecabin } *43.17*
 Gross Tonnage } *4240.83*
 Less Crew Space } *162.21*
 Less Engine Room } *1357.07*
 Register Tonnage as out 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 ... *348* Feet. Inches. BREADTH—Moulded... *48* Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... *31* Feet. Inches. *6* Inches. Do. do. Main Deck Beams... *23* Feet. Inches. *8 1/2* Inches. Power of Engines ... *600* Horse. No. of Decks with flat laid *3* No. of Tiers of Beams *3*

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>11 x 3 1/4</i>	<i>11 x 3 1/4</i>						
STEM, moulding and thickness	<i>11 x 3 1/4</i>	<i>11 x 3 1/4</i>						
STERN-POST for Rudder do. do.	<i>12 x 7 1/2</i>	<i>11 x 6 1/2</i>						
" " for Propeller	<i>12 x 7 1/2</i>	<i>11 x 7</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24 ins</i>	<i>24 ins</i>						
FRAMES, Angle Iron, for 3/4 length amidships	<i>6 3 1/2</i>	<i>9 3 1/2</i>						
Do. for 1/2 at each end	<i>4 5 1/2</i>	<i>9 4 3 1/2</i>						
REVERSED FRAMES, Angle Iron	<i>4 5 1/2</i>	<i>9 4 3 1/2</i>						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>30</i>	<i>10 30</i>						
thickness at the ends of vessel	<i>15 ins</i>	<i>8 1/4</i>						
depth at 3/4 the half-bdth. as per Rule	<i>60 ins</i>	<i>60 ins</i>						
height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck	<i>10</i>	<i>10 10</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2</i>	<i>7 3 1/2 3 1/2</i>						
Single or double Angle Iron on Upper edge	<i>48 ins</i>	<i>48 ins</i>						
Average space								
BEAMS, Main, or Middle Deck	<i>11 1/2</i>	<i>10 11 1/2</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2</i>	<i>8 3 1/2 3 1/2</i>						
Single or double Angle Iron, on Upper Edge	<i>48 ins</i>	<i>48 ins</i>						
Average space								
BEAMS, Lower Deck	<i>11 1/2</i>	<i>10 11 1/2</i>						
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 1/2</i>	<i>8 3 1/2 3 1/2</i>						
Single or double Angle Iron on Upper Edge	<i>48 ins</i>	<i>48 ins</i>						
Average space								
BEAMS, Hold, or Outlet								
Single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
KEELSONS Centre line, single or double plate, and Intercoastal, Plates	<i>22</i>	<i>11 22</i>						
" Rider Plate	<i>14</i>	<i>11 14</i>						
" Bulb Plate to Intercoastal Keelson	<i>6 1/2 4 1/2</i>	<i>10 6 1/2 4 1/2</i>						
" Angle Irons								
" Double Angle Iron Side Keelson								
" Side Intercoastal Plate								
" do. Angle Irons	<i>6 1/2 4 1/2</i>	<i>10 6 1/2 4 1/2</i>						
" Attached to outside plating with angle iron	<i>3 1/2 3 1/2</i>	<i>8 3 1/2 3 1/2</i>						
BILGE Angle Irons	<i>6 1/2 4 1/2</i>	<i>10 6 1/2 4 1/2</i>						
" do. Intercoastal plates riveted to plating for 3/8 length	<i>10</i>	<i>10</i>						
BILGE STRINGER Angle Irons	<i>6 1/2 4 1/2</i>	<i>10 6 1/2 4 1/2</i>						
Intercoastal plates riveted to plating for 3/8 length	<i>10</i>	<i>10</i>						
SIDE STRINGER Angle Irons	<i>6 1/2 4 1/2</i>	<i>10 6 1/2 4 1/2</i>						
Intercoastal plates riveted to plating for 3/8 length	<i>10</i>	<i>10</i>						

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck 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 1/4* 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.

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 *6 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 & Co, "H.M.S.C." "Govan"*

The above is a correct description.

Builder's Signature *J. Elder & Co* Surveyor's Signature, *J. Elder* 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 "Blidesdale" Best Boiler, each thickness was tested and found satisfactory.*

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
								N ^o .	Weight.					
	Fore Sails,	Chain	150 1/2	2 3/8	142	300 1/2	Tipton	Bower Anchors	6983	48.0.21	41.5.2.14	43	Tipton	
	Fore Top Sails,	Iron Stream Chain	90 1/2	1 1/2	101.5	238	Tipton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	692	46.1.7	40.2.0.21	43	Tipton	
	Fore Topmast Stay Sails,	or Hempen Strm Cable	120	4 3/4	142.125	1882	E.R.	693	43.3.14	38.10.2.0	165 1/2	signed by		
	Main Sails,	Towline, Hemp	90	3 1/2	125.125	1882	E.R.	6911	43.1.21	38.5.0.0	14	signed by		
	Main Top Sails,	or Steel Wire	90	1 1/2	125.125	1882	E.R.	6910	43.0.14	16.12.0.21	7	signed by		
	and spare	Hawser	180	9	157.125	1882	E.R.	6919	8.0.21	10.7.2.0	3 1/2	signed by		
		Warp	200	8	157.125	1882	E.R.	Kedge	6908	3.3.12	6.8.1.7	3 1/2	signed by	
		quality good	90	5 1/2	1883	90-10		2nd Kedge		1.0.33				

Standing and Running Rigging *wire thump* sufficient in size and *good* in quality. She has *80 life* Long Boats and *2 others*
 The Windlass is *Napier's Patent* Capstan *20* and Rudder *good* Pumps *good*
 Engine Room Skylights. How constructed? *Iron on Iron framing* How secured in ordinary weather? *Bolted*
 What arrangements for deadlights in bad weather? *Guards and tarpaulins*
 Coal Bunker Openings. How constructed? *Ports in side* How are lids secured? *Secured by bolts* Height above deck? *flush*
 Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *aft. openings* Bulwarks
In Bridge house 1 ash chut; 70' - 2 water ports, one gangway port, 2 cargo ports, 2
 Cargo Hatchways. How formed? *As usual* *moving pipes & 3 scuppers.*
 State size Main Hatch *19' 9" x 13' 3"* Forehatch *12 ft x 10 ft* Quarterhatch *15' 9" x 10' 10"*
 If of extraordinary size, state how framed and secured? *One web plate & one shifting beam*
 What arrangement for shifting beams?
 Hatches, if strong and efficient? *3 x 3 1/2 solid latches.*

Order for Special Survey No. *1713*
 Date *2 January 1882*
 Order for Ordinary Survey No. *1713*
 Date *2 January 1882*
 No. *270* 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 *Specially Surveyed: 1882, May 8, 15, 18, 22, 29, June 1, 5, 8, 12, 15, 21, 26, 28, 29; July 3, 24, 27, 31;*
 2nd. On the plating during the process of riveting *Aug 7, 10, 14, 17, 21, 28, 30; Sep 4, 7, 11, 12, 15, 18,*
 3rd. When the beams were in and fastened, and before the decks were laid... *21, 29; Oct 2, 9, 12, 16, 19, 23, 30; Nov 2, 6, 8, 16,*
 4th. When the ship was complete, and before the plating was finally coated or cemented... *20, 23, 27, 30; Dec 4, 7, 11, 14, 18, 21, 26, 29; 1883: Jan 8, 10, 15, 17, 22, 25, 29; Feb 2, 12, 15, 19, 26; Mar 11, 5, 8, 16, 19,*
 5th. After the ship was launched and equipped *22, 26, 29; April 2, 12, 16, 23, 26, May 7, 14, 20.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been built in accordance with the approved tracings, 7 in number, herewith attached, and with the instructions contained in the Secretary's letters of the 1st & 28th Decr 1881, 8th April, 9th 19th June & 11th Decr 1882. 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. Home, aft-bridge 12 1/2 ft long x 14 1/2 ft broad; shade deck with open sides aft 81 ft covering middle line home 5 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, fore-castle, 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, *J. J. Dodd*
 Special ... £ 120 : 19 : 0 *21/5/ 1883*
 Certificate ... *Gratis*
 (Travelling Expenses, if any, £).
 Committee's Minute *FRIDAY 25 MAY 1883 18*
 Character assigned *100 A.1*
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 Lloyd's Register Foundation