

IRON SHIP.

No. *8585* Survey held at *Port Glasgow* Date, First Survey *18th April 1883* Last Survey *20th Dec. 1883*
On the *Screw "Cassia"* (33 masts)

Tonnage under Tonnage Deck *976.23*
Ditto of Third, Spar, or Awning Deck. *4.44*
Ditto of *Forecastle* *66.54*
Ditto of *Forecastle* *104.28*
Gross Tonnage *1163.41*
Less Crew Space *42.29*
Less Engine Room *392.29*
Register Tonnage *748.83*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) *16.0*
Depth from upper part of Keel to top of Upper Deck Beams *17.5*
Girth of Half Midship Frame (as per Rule) *30.3*
1st Number *63.8*
1st Number, if a 3-Decked Vessel deduct 7 feet
Length *234.8*
2nd Number *14980.24*
Proportions— Breadths to Length *7.33*
Depths to Length— Upper Deck to Keel *13.40*
Main Deck ditto

Master *Reid*
Built at *Port Glasgow*
When built *1883* Launched *6th October*
By whom built *Murdoch & Murray*
Owners *Stephen, Mawson & Co.*
Residence *Newport, N.W.I.*
Port belonging to *Newport, N.W.I.*
Destined Voyage *Mediterranean*
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *234.8* **BREADTH** Moulded *32.0* **DEPTH** top of Floors to Upper Deck Beams *16.0* **Power of Engines** *99* **No. of Decks with flat laid** *1* **No. of Tiers of Beams** *2*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships	4	3	7	4	3	7	4	3
Do. for $\frac{1}{2}$ at each end	4	3	6	4	3	6	4	3
VERSED FRAMES , Angle Iron	3	3	6	3	3	6	3	3
BOORS , depth and thickness of Floor Plate mid line for half length amidships	18	2	8	18	2	8	18	2
thickness at the ends of vessel	9	1	4	9	1	4	9	1
depth at $\frac{3}{4}$ the half-bdth. as per Rule	9	1	4	9	1	4	9	1
height extended at the Bilges	3	1	4	3	1	4	3	1
IS , Upper, Spar, or Awning Deck	5	2	8	5	2	8	5	2
or double Angle Iron on Upper edge	2	3	0	2	3	0	2	3
age space	2	3	0	2	3	0	2	3
IS , Main, or Middle Deck	4	3	7	4	3	7	4	3
or double Angle Iron, Plate or Tee Bulb Iron	4	3	7	4	3	7	4	3
age space	2	3	0	2	3	0	2	3
IS , Lower Deck	8	2	8	8	2	8	8	2
or double Angle Iron, Plate or Tee Bulb Iron	4	3	7	4	3	7	4	3
age space	2	3	0	2	3	0	2	3
SONS Centre line, single or double plate, box, or Intercoastal, Plates	11	2	11	11	2	11	11	2
Rider Plate	10	1	4	10	1	4	10	1
Bulb Plate to Intercoastal Keelson	5	3	8	5	3	8	5	3
Angle Irons	5	3	8	5	3	8	5	3
Double Angle Iron Side Keelson	5	3	8	5	3	8	5	3
Side Intercoastal Plate	7	7	7	7	7	7	7	7
Attached to outside plating with angle iron	3	3	7	3	3	7	3	3
BILGE Angle Irons	5	3	8	5	3	8	5	3
do. Bulb Iron	7	7	7	7	7	7	7	7
do. Intercoastal plates riveted to plating for length	5	3	8	5	3	8	5	3
BILGE STRINGER Angle Irons	5	3	8	5	3	8	5	3
Intercoastal plates riveted to plating for length	5	3	8	5	3	8	5	3
IDE STRINGER Angle Irons	5	3	8	5	3	8	5	3

The **FRAMES** extend in one length from *middle line* to *upper deck* Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6" apart.
The **REVERSED ANGLE IRONS** on floors and frames extend from *middle line* to *upper deck* and to *hold stringer* 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* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{8}$ in. diameter averaging $\frac{3}{8}$ ins. from centre to centre.
Butts of *3* Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ 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 $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted $\frac{1}{2}$ length amidships.
Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for $\frac{1}{2}$ length.
Breadth of laps of plating in double riveting $\frac{1}{2}$ in. Breadth of laps of plating in single riveting $\frac{1}{2}$ in.
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *4* No. of Breasthooks, *4* Crutches, *3*
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Good*
Manufacturer's name or trade mark, *Angles - Messend & Dalzell*
The above is a correct description.
Builder's Signature, *Murdoch & Murray* Surveyor's Signature, *Robert Edmund Taylor & Son*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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 few only at the butts.*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give *Scamplings*, *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

Foremast	Length <i>90 1/2 ft.</i>	Steel <i>16 x 5/16</i>	Deck <i>21 x 5/16</i>	Round Head <i>14 x 5/16</i>	Head <i>14 x 5/16</i>	<i>Two plates in the round. Double riveted butt straps 1/16" thicker than plates.</i>
Mainmast	<i>68 1/4 ft.</i>	<i>15 x 5/16</i>	<i>20 x 5/16</i>	<i>16 x 5/16</i>	<i>13 1/2 x 5/16</i>	

NUMBER for EQUIPMENT <i>16478</i>		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.
SAILS.							Bower Anchors <i>15977</i>					
N ^o .	CABLES, &c.						<i>(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)</i>					
Fore Sails,	Chain <i>120 1/2</i>	<i>2 1/4</i>	<i>1 1/2</i>	<i>43.10.0.0</i>	<i>240. 1 1/2</i>	<i>Stetherton</i>	<i>15976</i>					
Fore Top Sails,	Iron Stream Chain	<i>75</i>	<i>1 5/16</i>	<i>15.16.0.0</i>	<i>75. 5/16</i>	<i>D.G. Lewis</i>	<i>15974</i>					
Fore Topmast Stay Sails,	or Steel Wire ..	<i>90</i>	<i>3 1/4</i>	<i>Steel wire</i>	<i>90. 10</i>	<i>Stetherton</i>	<i>15974</i>					
	or Hempen Strm }	<i>90</i>	<i>2 1/4</i>	<i>---</i>	<i>---</i>	<i>Stetherton</i>	<i>15974</i>					
	Cable	<i>90</i>	<i>2 1/4</i>	<i>---</i>	<i>---</i>	<i>Stetherton</i>	<i>15974</i>					
	Towline, Hemp.	<i>90</i>	<i>2 1/4</i>	<i>---</i>	<i>---</i>	<i>Stetherton</i>	<i>15974</i>					
Main Sails,	or Steel Wire ..	<i>90</i>	<i>8</i>	<i>---</i>	<i>90. 8</i>	<i>Stetherton</i>	<i>15974</i>					
Main Top Sails,	Hawser	<i>90</i>	<i>5 1/2</i>	<i>---</i>	<i>90. 5 1/2</i>	<i>Stetherton</i>	<i>15974</i>					
and	Warp	<i>90</i>	<i>5 1/2</i>	<i>---</i>	<i>90. 5 1/2</i>	<i>Stetherton</i>	<i>15974</i>					
	quality <i>Good</i>						<i>15974</i>					

Standing and Running Rigging is sufficient in size and good in quality. She has *3* Long Boat Sails.

The Windlass is *Iron patent* Capstan *good* and Rudder *good* Pumps *good & sufficient*

Engine Room Skylights.—How constructed? *4/16 & 5/16 iron plate casing & top* How secured in ordinary weather? *Permanent cover. Riveted*

What arrangements for deadlights in bad weather? *Glass bulls eyes & hinged side light*

Coal Bunker Openings.—How constructed? *Small hatchways* How are lids secured? *hatches 2 1/2" thick* Height above deck? *18" Coaming*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 scuppers on fore deck & 3 scuppers on after deck.*

Cargo Hatchways.—How formed? *1/16" plate coaming and headleaves 2 1/2" above deck*

State size Main Hatch *21' x 10'* Forehatch *11' 6" x 8' 0"* Quarter hatchway *19' 3" x 10' 0" & 9' 6" x 10' 0"*

If of extraordinary size, state how framed and secured? *The main hatchway has double tie plates & deep plate fore & after*

What arrangement for shifting beams? *Two deep inch plate beams to main hatchway & inch plate to ends of after hatch*

Hatches, If strong and efficient? *Yes Solid 3" thick.*

Order for Special Survey No. *1151* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *13th Feb 1883* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *1151* 3rd. When the beams were in and fastened, and before the decks were laid....

Date *13th Feb 1883* 4th. When the ship was complete, and before the plating was finally coated or cemented..

No. *75* in builder's yard. 5th. After the ship was launched and equipped

State dates of letters respecting this case *17 February 1883*

General Remarks (State quality of workmanship, &c.) *This is a two decked iron screw steamer built in accordance with the approved plans attached hereto and with the Society's Rules generally.*

The deck erections are efficiently stiffened, the deck openings properly protected and the bulkheads & crowns of ballast tanks have been properly strengthened. The water ballast tanks have been duly tested with water pressure and found satisfactory.

The workmanship is good.

A *State if one, two, or three decked vessel, or if open, or running 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 *Paint and Cement* Outside *Paint & Composition.*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee£ *44* : : is received by me, *J. H. Shearle*

Special£ *53* : : 6 *28/12/1883*

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

(Travelling Expenses, if any, £ ..)

Committee's Minute *TUESDAY 1 JAN 1884* 18

Character assigned *100 A 1*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register Foundation