

IRON SHIP.

No. 538 Survey held at *Postock* Date, First Survey *June 5th* Last Survey *November 30th* 1882
the *Iron Screw Steamer "Norge"* Master *Niese*Tonnage under
Tonnage Deck 566.53
of *Third, &c.*
Awning Deck 315.55
of Poop, or
Raised Qr. Dk. 11.34
of Houses
on Deck 19.84
of Forecastle 19.84
ss Tonnage 892.62
Crew Space 38.19
Engine Room 181.16
Register Tonnage 674.27
cut on BeamONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.HALF BREADTH (moulded) 14.0
DEPTH from upper part of Keel to top of Upper Deck Beams 15.95
GIRTH of Half Midship Frame (as per Rule) 25.85
1st NUMBER 55.8
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH 200.0
2nd NUMBER 181.60
PROPORTIONS—Breadths to Length 1:7.15
Depths to Length—Upper Deck to Keel 1:8.6
Main Deck ditto 1:12.6Built at *Postock*
When built 1882 Launched *Aug 19/82*
By whom built *Rustocker Aktien Gesellschaft für Schiff & Maschinenbau*
Owners *Stulkompanie Bergen*
Port belonging to *Bergen*
Destined Voyage *Bergen - Newcastle*
If Surveyed while Building, Afloat, or in Dry Dock.
Surveyed while Building

Length in deck as per Rule 200 Feet. Breadth Moulded 28 Feet. Depth top of Floors to Upper Deck Beams 14 Feet. Power of Engines 130 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 3

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

KEEL, depth and thickness 7 1/2 x 2 1/4
PLATE, moulding and thickness 7 1/2 x 2 1/4
STERN-POST for Rudder do. do. 7 1/2 x 4 1/2
" for Propeller 7 1/2 x 4 1/2
Space of Frames from moulding edge to moulding edge, all fore and aft 22"Frames, Angle Iron, for 1/2 length amidships 3 1/2 x 3 6
Do. for 1/2 at each end 3 1/2 x 3 5

REVERSED FRAMES, Angle Iron 3 x 2 1/2 5 3 x 2 1/2 5

FLOORS, depth and thickness of Floor Plate 15 1/2 x 7 15 1/2 x 7

Thickness at the ends of vessel 6 6

Depth at 3/4 the half-bdth. as per Rule 8 8

Height extended at the Bilges 31 31

BEAMS, Upper, Spar, or Awning Deck 5 x 3 7 5 x 3 7

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper edge

Average space 44 44

BEAMS, Main, or Middle Deck 7 x 5 7 7 x 5 7

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle, or double Angle Iron, on Upper Edge

Average space 44 44

BEAMS, Lower Deck, Hold, or Orlop 8 x 5 1/4 8 8 x 5 1/4 8

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron

Angle or double Angle Iron on Upper Edge

Average space 220 220

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 12 x 10 12 x 10

Rider Plate 9 3/4 x 10 9 3/4 x 10

Bulb Plate to Intercoastal Keelson 4 1/2 x 3 7 4 1/2 x 3 7

Angle Irons 4 1/2 x 3 7 4 1/2 x 3 7

Double Angle Iron Side Keelson 4 1/2 x 3 7 4 1/2 x 3 7

Side Intercoastal Plate 4 1/2 x 3 7 4 1/2 x 3 7

do. Angle Irons 4 1/2 x 3 7 4 1/2 x 3 7

Attached to outside plating with angle iron 4 1/2 x 3 7 4 1/2 x 3 7

BILGE Angle Irons 4 1/2 x 3 7 4 1/2 x 3 7

do. Bulb Iron 7 x 7 7 x 7

do. Intercoastal plates riveted to plating for length 4 1/2 x 3 7 4 1/2 x 3 7

BILGE STRINGER Angle Irons 4 1/2 x 3 7 4 1/2 x 3 7

Intercoastal plates riveted to plating for length 4 1/2 x 3 7 4 1/2 x 3 7

SIDE STRINGER Angle Irons 4 1/2 x 3 7 4 1/2 x 3 7

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass *Walker's direct* *Pall Bitt Steam Windlass*The FRAMES extend in one length from *Keel* to *Upper deck*The REVERSED ANGLE IRONS on floors and frames extend *from middle line to above Main deck* and to *above 'twice deck*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 5 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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 3/4 ins. from centre to centre.

Butts of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 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, double riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Keelson triple, Tie plates & Upper 'twice deck*Waterway, how secured to Beams *Gutter waterways* (Explain by Sketch, if necessary.) No. of Breasthooks, 4 Crutches,Beams of the various Decks, how secured to the sides? *By kneeplates*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Rhenish Iron (German)*Manufacturer's name or trade mark, *Union Dartmunt*

The above is a correct description.

Builder's Signature, *Schiller*Surveyor's Signature, *Emil Pöschel*

Surveyor for 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 *of wood* 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 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 full length 62ft of pitch pine. Greatest diameter 20"
Main mast " 60ft " " " " 18"

NUMBER for EQUIPMENT/4060		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd t.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine Tested & Suprntd.		
SAILS.		CABLES, &c.												
N ^o .		Chain	240	1 7/16	37.2.2.0	240-1 1/16	Sloyds Proving House	Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	18.0.2.1	19.4.1.14	18	Sloyds	
/	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)							1	16.3.3	18.2.3.7	17	Proving House	
/	Fore Top Sails,	Iron Str'm Chain	60	1 5/16	15.16.0.0	60-1 5/16	Netherstan		1	16.2.0	17.16.1.0	16 1/2	Proving House	
/	Fore Fly Sail	Ditto do.					D.E. Lewis							
/	Fore Topmast Stay Sails,	Hmpn Strm Cbl						Stream	...	1	6.2.2.3	9.0.0.0	6 1/2	D.E. Lewis
/	Main Sails,	Hawser ...	90	7 1/2		90-7 1/2		Kedge	...	1	3.1.2.0	5.18.3.0	3 1/4	
/	Main Stay sail	Towlines steel.	90	3 1/4		90-3 1/4		Ditto	...	1	1.2.0	-	1 1/2	
/	Main Top Sails, and	Warp ...	90	5 1/2		90-5 1/2								
		quality prima												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *prima* in quality. She has *two* Long Boats and *1* Cutter & *1* Crag

The Windlass is *Walker's direct steam* Capstan and Rudder *with steam steering gear* Pumps *6*. In good working condition

Engine Room Skylights.—How constructed? *On top of iron house* How secured in ordinary weather? *Solid teak top fitted*

What arrangements for deadlights in bad weather? *with Bulls-eyes*

Coal Bunker Openings.—How constructed? *Iron Comings* How are lids secured? *Iron lids* Height above deck? *12"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *No Bulwarks on Awning Deck only stand alone except fore and*

Cargo Hatchways.—How formed? *With iron comings 20" high*

State size Main Hatch *22 ft x 10'* Forehatch *7' 3" x 7'* Quarterhatch *14' 9" x 9'*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Very strong and well made*

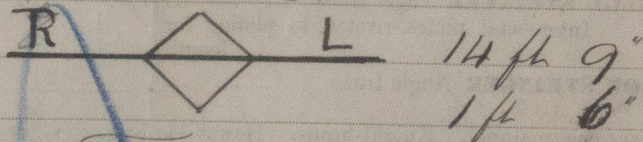
Order for Special Survey No. <i>7</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under Special Survey.</i>
Date		2nd. On the plating during the process of riveting	
Order for Ordinary Survey 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. <i>71</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Awning decked vessel. Double bottom in after hold 51 feet long, containing about 42 tons; in forehold 75 ft. long, holding about 99 tons. Water-ballast in after peak holding about 4 1/2 tons; in fore peak, 11 tons. All have been tested and found tight. The deckhouse is 50ft long. Engine & boiler casing made of iron. The wheel house of teak. The iron is of the very best German material.*

Load-line marked on her side

Freeboard

The decks are made of Swedish pine. The rails &c of teak and the workmanship of the whole vessel is very good.



State if ~~one, two, or three~~ decked vessel, or if ~~open~~ 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 *3 coats of paint, Bottom cemented* Outside *3 coats of paint, Bottom with black varnish*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me, *Paul Kade*

Special ... £ *44 : 13 : 0* 187 *Letter Attached*

Certificate ... £ *5 : 0 : 0*

(Travelling Expenses, if any, £ *6 : 10 : 0*.)

Committee's Minute

Character assigned

12th Dec 1882

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

This vessel appears to be eligible to be classed 100 A1 and is recommended.

18th Dec 1882

Load Line 14ft 9ins.

No. 538

No. in Survey

Reg. Book.

on the

Master

Engines made at

Boilers made at

Registered Horse

NGINES, &

Description of En

Diameter of Cylin

Diameter of Scre

Diameter of screw

No. of Feed pump

No. of Bilge pump

Where do they p

No. of Donkey E

Are all the bilge

No. of bilge inj

How are the pu

Are all connectio

Are they fixed su

Are they each fit

What pipes are

Are all pipes, c

Are the pipes, c

When were ster

Is the screw sh

BOILERS,

Number of Boi

Working Press

Description of

Can each boiler

No. of square

No. to each cy

No. of safety

Smallest distan

Diameter of bo

Thickness of s

Lap of plating

Size of manho

No. of Furna

Thickness of p

Working press

Combustion ch

Pitch of stays

If stays are f

Diameter of s

End plates in

Working pres

Front plates