…ang-Se" late Willem III

IRON SHIP.

now Glenorchy

Survey held at London Date, First Survey 6th Feb 1872 Last Survey 1 Feb 7 1873

Iron Scw. S. "Quang-Se" Yard Number Master Jefferson Maury

…under …Deck	1856.57	~~ONE, OR~~ TWO DECKED, ~~THREE DECKED VESSEL.~~ SPAR, ~~OR AWNING~~-DECKED VESSEL.		Built at	Glasgow
…par, …eck.	842.88	HALF BREADTH (moulded)	19 5 (Feet.)	When built	1872 Launched
		DEPTH from upper part of Keel to top of ~~Upper~~ Main Deck Beams	23 5	By whom built	John Elder & Co
…Side	23.12	GIRTH of Half Midship Frame (as per Rule)	37.	Owners	William McArthur
…House	37.17	1st NUMBER	80.	Port belonging to	London
…House	27.99	~~1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet~~		Destined Voyage	China
…age	2787.73	LENGTH	318.5		~~If~~ Surveyed while Re-Building, Afloat, ~~or~~ in Dry Dock.
…Space 117.36 / 892.07 …Engine Room	1009.43	2nd NUMBER	25.480		
…ster Tonnage …out on Beam	1778.30	PROPORTIONS—Breadths to Length	over 8.		
		Depths to Length—~~Upper Deck to Keel~~ Main Deck ditto	over 13.		

PLAN (stamp)

LENGTH …deck as per Rule	Feet. 318	Inches. 6	BREADTH—Moulded	Feet. 39	Inches.	DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	Feet. 29 / 21	Inches. 5 / 3	Power of Engines	Horse.	No. of Decks that laid 3 / No. of Tiers of Beams 3

Dimensions of Ship per Register, length 321.3 breadth 39.6 depth 21.2 (29.4)

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	9 × 3			10 × 2¾		
STEM, moulding and thickness	9 × 3			10 × 2¾		
STERN-POST for Rudder do. do.	10 × 6			10 × 5½		
for Propeller	10 × 6			10 × 5½		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins			(Class 100.) 24 ins		
	Inches. In Ship.	Inches. In Ship.	16ths In Ship.	Inches required per Rule	Inches required per Rule	16ths required per Rule
FRAMES, Angle Iron, for ⅗ length amidships						
Do. for ⅕ at each end	5	3½	9	5	3½	8/16
REVERSED FRAMES, Angle Iron	5 / 3½	3½ / 3½	8 / 8	"		7/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24	–	10	3½ / 22½	3½ / –	8/16 / 10/16
thickness at the ends of vessel		9/16	8/16		9/16	8/16
depth at ¾ 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	8	7/16		7	7/16	7/16
~~Single or~~ double Angle Iron on Upper edge	3½	3½	7/16	2¾	2½	5
Average space	48			48 ins		
BEAMS, Main or Middle Deck ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	16	9/16		9½	×	9/16
~~Single or~~ double Angle Iron, on Upper Edge	3½	3½	7/16	3½	3½	7/16
Average space	48			48 ins		
BEAMS, Lower Deck, ~~Hold or Orlop~~ ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	10	9/16		9½		9/16
~~Single or~~ double Angle Iron on Upper Edge	3½	3½	7/16	3½	3½	7/16
Average space	48			48 ins		
KEELSONS ~~Centre line~~, single ~~or double~~ plate, ~~box, or Intercostal, Plate~~	20		13/16	19		13/16
" Rider Plate	9		10/16	8		10/16
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle Irons	6	4	9	6	4	9/16
" ~~Double Angle Iron Side Keelson~~ ?						
" Side Intercostal Plate						
" do. Angle Irons	6	4	9	6	4	9/16
" Attached to outside plating with angle iron	attached			attached		
BILGE Angle Irons	6	4	9	"	"	"
" do. Bulb Iron						
" ~~do. Intercostal plates riveted to plating for length~~	9	9/16		9½		9/16
BILGE STRINGER Angle Irons ~~Intercostal plates riveted to plating for length.~~	6	4	9	6	4	9/16
~~SIDE STRINGER Angle Irons~~						

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths required
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36	13/16 / 11/16	36	12/16 / 11/16
~~of doubling at~~ Bilge, ~~or~~ increased thickness, and length applied	(31)	13/16		12/16
fm up. part of Bilge to lr. edge of Sh'rstrake		10/16		10/16
Main Sheerstrake, breadth and thickness	36	15/16	36	15/16
of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.		7/16		7/16
~~Upr or~~ Spar Dk Sh'rstrake, brdth & thickns	36	11/16	36	11/16
Butt Straps to outside plating, breadth & thickness	19.16¾	9¾	19 16¾	11½ 9¾
Lengths of Plating	12 ft		10 ft	
Shifts of Plating, and Stringers	2 ft		2 ft	
Gunwale Plate on ends of ~~Awning~~, Spar, ~~or Upper Deck~~ Beams, breadth and thickness	42	10/16	63	8/16
Angle Iron on ditto	3½	3½	8/16	4×4× 9/16
Tie Plates fore and aft, outside Hatchways	12	10/16	15.	
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling				
Waterways do. do. Iron	Main Deck		part	…
Flat of Upper Deck do. do. Teak		3	3	…
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	48	8/16	60	11/16
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.	4 × 4	…		
Tie Plates, outside Hatchways	15	13/16		
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings Teak	13	4½		
Flat of Middle Deck do. do. Y.P.	5	4	3½	
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	42	11/16	39	9/16
Is the Stringer Plate attached to the outside plating?			attached	
Angle Irons on ditto, No.	4	4	9/16	4×4×
Stringer or Tie Plates, outside Hatchways	15	12/16		
Flat of Lower Deck Y.P.		3½		
Ceiling betwixt Decks, thickness and material				
in hold do. do.				
Main piece of Rudder, diameter at head	8		7¼	
do. at heel	3¾		3¾	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. Six Thickness of	8/16	7/16	8.	7/16

Height up to Main Deck

How secured to sides of ship between Dbl Frames

Size of Vertical Angle Irons 5 × 3½ 9/16 and distance apart 24 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

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

~~Windlass~~ Capstan Iron Pall Bitt ✓

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to above Main Deck and to Spar 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 1¼ in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.

Edges of Main Sheerstrake, double ~~or single~~ riveted. **Upper Sheerstrake,** double ~~or single~~ riveted. (Connected)

Butts of Main Sheerstrake, treble riveted for ½ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ½ length amidships.

Butts of Main Stringer Plate, treble riveted for ½ length amidships. **Butts ~~of Upper or~~ Spar Stringer Plate,** treble riveted for ½ length.

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, & double ~~or single~~ Riveted? ✓

Waterway, how secured to Beams See Section (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? by bracket Ends No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? ✓

Manufacturer's name or trade mark, ✓

The above is a correct description.

…r's Signature, *Surveyor's Signature,* [illegible signature]

IRON0453-0424

11260 Iron

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

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? Yes

Are the fillings between the ribs and plates solid single pieces? one piece

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?

Masts, Bowsprit, Yards, &c., are Iron in Good condition, and sufficient in size and length. *If of Iron or St[eel] Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed 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

NUMBER for EQUIPMENT 3185.0

No. SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails	Chain (Machine where Tested, date, and name of Superintendent.)	271	1 13/16 full	59 1/10	1 15/16		Bowers		36.3.9	33.13.0	36½	33 8/20
Fore Top Sails,		30	1 1/8	63 5/20			(Machine where Tested, date, and name of Superintendent.)		37.0.23	33.18.0	36½	33 8/20
Fore Topmast Stay Sails	~~Hempen~~ Stream Cable	90	1 1/8						31.3.7	29.19.3	31.0.3	29 6/10
Main Sails,	Hawser 2 1/2	90	12				Stream		13.1.22			
Main Top Sails,	Towlines	98	8						5.0.5			
and (Supplied)	Warp quality	90	5				Kedges		5.3.19			
									3.0.16			

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Two Large life ~~Long~~ Boats and five others

~~The Windlass is~~ Patent Iron Capstan, ~~and~~ Rudder and Pumps Iron Good

Engine Room Skylights.—How constructed? Iron Coamings. How secured in ordinary weather? Brass Gratings & Teak Deadlights

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? Cast Iron Covers How are lids secured? Studs Height above deck? Flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? No Bulwarks on upper Deck

Cargo Hatchways.—How formed? Iron Coamings

State size **Main Hatch** 11 × 11.6 Forehatch 7 × 7. Quarterhatch 7/6 × 7/6.

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? Yes.

Order for Special Survey No.

Date

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 progress of riveting — Not there
3rd. When the beams were in and fastened, and before the decks were laid — while
4th. When the ship was complete, and before the plating was finally coated or cemented — building
5th. After the ship was launched and equipped

General Remarks, This Vessel originally named William III was built in 1871 by Messrs J. Elder & Co. for the Netherlands Steam Navigation Company, took fire in the English Channel on her first outward Voyage, was taken into Portsmouth, in her damaged State, and there sold to her present owners, who have repaired and partially rebuilt her, according to original Specification in the Millwall Dock. Dry Dock. Repairs Now Done. Nearly all the Shell plating on both sides above L. W. Mk, and several plates below do. All the Spar, Main & a number of Lower Deck Beams, All Stringers & Tie Plates, of Spar & Main Decks, & several on Lower Deck renewed, repaired, or refitted as found necessary & practicable. about 230 Frames brought back to form, & made good, together with Bulkheads. Stiffening Bars &c &c. – Flats of Decks renewed with Teak & Y. Pine. Deck Houses rebuilt and all fittings made good and effective. Masts (Iron) Rigging & Sails all new. 230 fathoms of Chain Cable 1 13/16 in supplied – tested at Tipton Certificate dated Jan 1873 Signed by S Tregenna Superintendent – The remainder of Chain with Anchors tested at the Trinity Proving House, London – certificates dated Feb 1872. Signed L. R. Scott Superintendent – N.B. It will be seen that the cables are slightly smaller than reqd for Tonnage but as they were supplied when Ship was built we beg to recommend them for favorable consideration

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement and Pat Paint Outside Paint

We are ~~I am~~ of opinion this Vessel should be Classed 100 A "Spar Decked"

The amount of the Entry Fee ... ...£ 5 : – : – is received by me, E.H. 28/3/73
Special ... ...£ 52 : 10 : – (50 Gs)
Certificate ... : 5 :

Thos. Wm. [illegible]
Henry [illegible]

(Travelling Expenses) (if any) £

Committee's Minute 1st April 1873

Character assigned 100 A with [illegible] 5th [illegible]