

IRON SHIP. 14340

No. 12017 Survey held at Newcastle Date, First Survey 12 Oct 1874 Last Survey 15 April 1875 Received 26th April 1875.

On the S. S. "Sogn"

Master R. J. Kramer

TONNAGE under Tonnage Deck 208.70
Ditto of Third, Spar, or Awning Deck. 46.78
Ditto of Poop, Raised Or. Dk. 30.28
Ditto of Houses on Deck 27.72
Ditto of Forecastle 313.48
Gross Tonnage 313.48
Less Crew Space 100.31
Less Engine Room 213.17
Register Tonnage as cut on Beam 213.17

ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... 11.0
DEPTH from upper part of Keel to top of Upper Deck Beams 12.5
GIRTH of Half Midship Frame (as per Rule) 18.66
1st NUMBER 2.16
1st NUMBER, if a **THREE-DECKED VESSEL** deduct 7 feet ✓
LENGTH 145
2nd NUMBER 6113
PROPORTIONS—Breadths to Length 6.6
Depths to Length—Upper Deck to Keel 11.6
Main Deck ditto ✓

Built at Newcastle
When built 1875 Launched Jan 23rd 1875
By whom built C. S. Swan & Co
Owners Nordre Bergehus Amt Commune
Port belonging to Bergen
Destined Voyage Lyne to Bergen and
✓ Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 145 Feet. Inches. BREADTH—Moulded... 22 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 11 6 Feet. Inches. Power of Engines 60 Horse. N^o. of Decks with flat laid one N^o. of Tiers of Beams part two

Dimensions of Ship per Register, length, 146 breadth, 22 depth, 11.4

KEEL, depth and thickness 7 x 1 5/8 Inches in Ship. Inches per Rule.
STEM, moulding and thickness... 6 1/4 x 1 5/8
STERN-POST for Rudder do. do. 6 1/4 x 3 1/4
for Propeller 21 (Class 100A)
Distance of Frames from moulding edge to moulding edge, all fore and aft 21
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/2 at each end 3 2 1/2 5/16 Inches. In Ship. 16ths. In Ship. Inches. In Ship. 16ths. In Ship. Inches. In Ship. 16ths. In Ship. Inches. In Ship. 16ths. In Ship.
REVERSED FRAMES, Angle Iron 3 2 1/2 4/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 6/16
thickness at the ends of vessel 5/16
depth at 1/2 the half-bdth. as per Rule as Section
height extended at the Bilges... as Section
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 5 3 7/16
Single or double Angle Iron on Upper edge Average space... 42
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron ✓
Single or double Angle Iron, on Upper Edge Average space... 42
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 3 3 6/16
Single or double Angle Iron on Upper Edge Average space... 42
KEELSONS Centre line, single or double plate, box, or intercostal, Plates 9 3/4 8/16
" Rider Plate 6/16
" Bulb Plate to Intercostal Keelson 3 3 6/16
" Angle Irons 3 3 6/16
" Double Angle Iron Side Keelson ✓
" Side Intercostal Plate ✓
" do. Angle Irons ✓
" Attached to outside plating with angle iron ✓
BILGE Angle Irons 3 3 6/16
" do. Bulb Iron... 5 5/16
" do. Intercostal plates riveted to plating for length 3 3 6/16
BILGE STRINGER Angle Irons 3 3 6/16
Intercostal plates riveted to plating for length 3 3 6/16
SIDE STRINGER Angle Irons ✓

Flat Keel Plates, breadth and thickness...
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied...
fm up. part of Bilge to l. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk. Sh'rstrake, brdth & thickness
Butt Straps to outside plating, breadth & thickness Lengths of Plating...
Shifts of Plating, and Stringers...
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...
Angle Iron on ditto...
Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling...
Waterways do. do...
Flat of Upper Deck do. do...
How fastened to Beams...
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness...
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No...
Tie Plates, outside Hatchways...
Diagonal Tie Plates on Beams, No. of pairs...
Waterways materials and scantlings...
Flat of Middle Deck do. do...
How fastened to Beams...
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams...
Is the Stringer Plate attached to the outside plating?
Angle Irons on ditto, No...
Stringer or Tie Plates, outside Hatchways...
Flat of Lower Deck...
Ceiling betwixt Decks, thickness and material in hold do. do...
Main piece of Rudder, diameter at head do. at heel...
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 Thickness of 4/16
Height up 1/2 Deck
How secured to sides of ship between Double Frames
Size of Vertical Angle Irons 2 1/4 2 1/4 4/16 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

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

Windlass Iron Patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper part of Bilge and to ✓ 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 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 3 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

Butts of one Strakes at Bilge for 1/2 length, double 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 3 3/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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, double riveted for all length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

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

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting 3 1/2 times

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

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

Beams of the various Decks, how secured to the sides? Knees riveted to Frame No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Sheffield's Malleable Co

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, C. S. Swan & Co

Surveyor's Signature, T. Moverly

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

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

Planed

14340 2m

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

Masts, Bowsprit, Yards, &c., are all 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 Schooner Ripped. Masts of P. Pine

NUMBER for EQUIPMENT 6724

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	165	15/16	15 1/2	165 1/2 15/16	15 1/2	Bowers	1	8.0.0	10.1.8	6.2.0	8 15/20
	Fore Sails,		Breaking strain		23 7/10				1	7.0.0	9.1.0	6.2.0	8 15/20
	Fore Top Sails,		L.T.P.H. R. Burdell			Sup-24.12.74							
	Fore Topmast Stay Sails	Hmpn Strm Cbl	65	10/16		10/16 or 7 warp							
	Main Sails,	Hawser ...	90	1/2				Stream ...	1	2.2.10		2.2.0	
	Main Top Sails,	Towlines ...	90	1/6		5		Kedges ...	1	1.1.7		1.1.0	
		Warp quality, <u>Good</u>											

Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has one Life Boat and two others

The Windlass is Good Capstan Good and Rudder Good Pumps Good & Efficient

Engine Room Skylights.—How constructed? Iron Coaming, Seal How secured in ordinary weather? Bolts & bars

What arrangements for deadlights in bad weather? Deadlights over hatches

Coal Bunker Openings.—How constructed? Iron How are lids secured? Slot Height above deck? flush

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Ports & Scuppers cut in the Bulwarks

Cargo Hatchways.—How formed? of Iron

State size Main Hatch 7-0 x 6-0 Forehatch 7-0 x 6-0 Quarterhatch ✓

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. 1051

Date 22 Sep 1874

Order for Ordinary Survey No. —

Date —

No. 18 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 Built under Special Survey.
- 2nd. On the plating during the process of riveting 1874 Oct 12. 20. 23. 26. 28. Nov 13. 17. 19. 20.
- 3rd. When the beams were in and fastened, and before the decks were laid Dec 3. 9. 17. 21. 1875 Jan 12. 18. 21. 25. Feb 2. 10.
- 4th. When the ship was complete, and before the plating was finally coated or cemented March 2. 10. 23. April 1. 5. 14. 15.
- 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) She has a Poop 45 feet long, Forecastle 46 ft long, and Bridge deck 30 ft long. She is built in accordance with the appended approved Midship Section, and Committee's letter of 19th Sep^r 1874. Angle iron Beams are fitted on every alternate Frame in the Fore Hold, with stringer plate 15 x 5/16 on their ends, attached to skin plating, the double angle iron stringer in Hold properly scarp with this stringer. The workmanship is well executed.

State if one, two, or three, decked vessel, or if spar, or 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 Cement & paint Outside red lead & paint

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

The amount of the Entry Fee ... £ 4 : : : is received by me, P. Young

Special ... £ 15 : 10 : : 24 April 1875

Certificate ... : : : : : Wm. Overly Geo. J. Cooper

(Travelling Expenses, if any, £ —).

Committee's Minute 27th April 1875

Character assigned 100 A.1

A. & C. M.C. J.W.

This report appears to be correct & the vessel is classed 100 A.1 as recommended by the "The dock" Committee

