

IRON 467-0388

## IRON SHIP.

16780

Rec'd 7/8/24

No. 12285 Survey held at Newcastle Date, First Survey 10<sup>th</sup> Jan'y Last Survey 25<sup>th</sup> July 1896

On the S.S. "Olaf Trygvesson" Master Berg

TONNAGE under Tonnage Deck 585.50 ONE OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third Spar, or Awning Deck. SPAR, OR AWNING-DECKED VESSEL.

Ditto of Mast, or Raised Qr. Dk. HALF BREADTH (moulded) 12.5

Ditto of Houses on Deck 8.85 DEPTH from upper part of Keel to top of Upper Deck Beams 14.0

Ditto of Forecastle 594.35 GIRTH of Half Midship Frame (as per Rule) 23.0

Gross Tonnage 594.35 1st NUMBER 495

Less Crew Space 190.19 1st NUMBER, if a THREE DECKED VESSEL 8662

Less Engine Room 404.16 LENGTH 175 PROPORTIONS—Breadths to Length 4.0

Register Tonnage as cut on Beam 404.16 2nd NUMBER 8662

Depths to Length—Upper Deck to Keel 12.5

Main Deck ditto 12.5

LENGTH on deck as per Rule 175 0 BREADTH—Moulded 25 0 DEPTH top of Floors to Upper Deck Beams 12 10

Dimensions of Ship per Register, length 176.0 breadth 25.2 depth 19.8

KEEL, depth and thickness 7 1/2 x 1 3/8

STEM, moulding and thickness 6 1/2 x 1 3/8

STERN-POST for Rudder do. do. 6 1/2 x 3 3/4

for Propeller 6 1/2 x 3 3/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 3/4 length amidships 3 3 6 5 5 6

Do. for 1/2 at each end 3 3 5 3 3 5

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

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 14 7 x 6

thickness at the ends of vessel 5

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

height extended at the Bilges 28

BEAMS, Upper, Spar, or Awning Deck 4 1/2 3 6 4 1/2 2 1/2 6

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space alternate frame

BEAMS, Main, or Middle Deck 6 6 6 6

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge 2 1/2 2 1/2 5 2 1/2 2 1/2 5

Average space alternate frame

BEAMS, Lower Deck, Hold, or Orlop 4 1/2 3 6 4 1/2 2 1/2 6

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space math frame

KEELSONS Centre line, single or double plate 6 6

Bilge Plate 6 6

Bulb Plate to Intercoastal Keelson 3 1/2 3 6 3 1/2 3 6

Angle Irons 3 1/2 3 6 3 1/2 3 6

Double Angle Iron Side Keelson 3 1/2 3 6 3 1/2 3 6

Side Intercoastal Plate 3 1/2 3 6 3 1/2 3 6

do. Angle Irons 3 1/2 3 6 3 1/2 3 6

Attached to outside plating with angle iron

BILGE Angle Irons 3 1/2 3 6 3 1/2 3 6

do. Bulb Iron 6 6

do. Intercoastal plates riveted to plating for length 6 6

BILGE STRINGER Angle Irons 3 1/2 3 6 3 1/2 3 6

Intercoastal plates riveted to plating for length 3 1/2 3 6 3 1/2 3 6

SIDE STRINGER Angle Irons 3 1/2 3 6 3 1/2 3 6

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

Windlass Harfield's Patent Pall Bitt C. Gun

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper bilge stringer and to main dk 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 5/8 in. diameter, averaging 4 1/2 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 2 Strakes at Bilge for 1/2 length, double 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 5/8 x 3/4 in. diameter, averaging 2 1/2 to 3 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 x 3/4 in. diameter, averaging 2 1/2 to 3 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted length amidships.

Butts of Main Stringer Plate, double riveted for 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, double or single Riveted?

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

Beams of the various Decks, how secured to the sides? Mild steel riveted to frame

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.? Ordinary ship iron

Manufacturer's name or trade mark, Plates Bell, Ridley &amp; Bell

The above is a correct description.

Builder's Signature, W. J. Richardson

Surveyor's Signature, Geo. A. Cooper

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



**Workmanship.**

Are the butts of plating planed or otherwise fitted? *Yes*

16780 Iron

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? *few*

Masts, Bowsprit, Yards, &c., are *New* in *Iron* 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

*Iron Masts - Schooner Rig*

NUMBER for EQUIPMENT <i>10/105</i>		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.					Bowers	1	12-2-4	14-8-1-21	12	13 1/2 20
	Fore Sails,	Chain	105	1 3/4	25 3/8	195-1 1/2		1	11-3-21	13-16-1-0	12	
<i>Double</i>	Fore Top Sails,	<i>R. W. C. P. H.</i>		<i>35 38</i>				1	9-3-4	11-14-3-4	10 1/4	12 1/2 20
<i>Sail.</i>	Fore Topmast Stay Sails	<i>Harmon</i>			<i>Clapt 27/4/76</i>							
	Main Sails,	<i>Strm Cbl</i>	60	3/8								
	Main Top Sails,	Hawser ...	120	1 1/2	90-9		Stream	...	4-3-26		5	
		Towlines ...	90	1 1/2	90-4		Kedges	...	2-2-0		2 1/2	
		Warp quality <i>good</i>	90	5					1-2-0		1 1/4	

Standing and Running Rigging *True & Rope* sufficient in size and *good* in quality. She has *two* Life Boat and *two* others.

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

Engine Room Skylights.—How constructed? *Non coaming Teak top* How secured in ordinary weather? *bolts*

What arrangements for deadlights in bad weather? *Solid Chute & Bulwarks*

Coal Bunker Openings.—How constructed? *Coal bin rim & cone* How are lids secured? *Clip* Height above deck? *main flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *open bulwarks*

Cargo Hatchways.—How formed? *Plates & Angles in the usual way*

State size Main Hatch *8.6 x 6.0* Forehatch *4.6 x 3.0* Quarterhatch *7.0 x 4.3*

If of extraordinary size, state how framed and secured? *not extraordinary size*

What arrangement for shifting beams? *Iron fore & after*


Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>111</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 <i>11/24/1876</i>		2nd. On the plating during the process of riveting	<i>10 7/6 Jan 18 25 28 Feb 2 9 22 25 29 March 9</i>
Order for Ordinary Survey No. —		3rd. When the beams were in and fastened, and before the decks were laid...	<i>20 24 27 30 31 April 5 11 24 25 May 1 4 10 12</i>
Date —		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>17 22 26 June 3 8 12 15 18 19 July 3 19 21 25</i>
No. <i>97</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This is an awning decked vessel built in accordance with the approved mid-section attached & signed letter 6/1/76.*

*The scantlings of awning deck are given above.*

*She is fitted with water ballast tank in the after hold for 28 feet. Tank sides & tank top 7/16 thick. Same has been tested & found satisfactory.*

*In accordance with Circular No 354 the mark  is painted on the vessel's side at the 12'6 line as approved by Committee.*

*The Material & Workmanship are both satisfactory.*

*A lower deck is laid in the fore & after hold for the accommodation of passengers.*

*The weights of the lower anchors are slightly different from the Rule - the collective weight being however equal thereto - & the same is submitted as satisfactory.*

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 *Paint*

I am of opinion this Vessel should be Classed *100 A 1 awning deck. Max Load line 12'6".*

The amount of the Entry Fee ... £ 0 : : : is received by me, *T. Young* *Geo. I. Cooper*  
Special Certificate ... £ 29 : 14 : : 5 Aug 1876

(Travelling Expenses, if any, £ 2 : 2 : 0.)

Committee's Minute *8th August 1876*

Character assigned *100 A 1*  
*Lloyd's Register*  
*one Dk & Awning Dk. Load line 12 feet 6 in*

*Not submitted that the P. & O. Co. have the vessel in charge for clearance Lloyd's Register Foundation*