

IRON SHIP.

No. 16512 Survey held at *Newcastle* Date, First Survey *25th Nov 1881* Last Survey *21st January* 1882

On the

S/S. "Florida" (Schr. rigged)

TONNAGE under
Tonnage Deck *2924.42*
Ditto of Third, Spar,
or Awning Deck. *4.46*
Ditto of Poop, or
Raised C. Dk. *17.58*
Ditto of Houses
on Deck *91.59*
Ditto of Forecastle *33.71*
Gross Tonnage *3137.65*
Less Crew Space *90.08*
Less Engine Room *3047.57*
Less Engine Room *1004.05*
Register Tonnage
as out on Beam *2043.52*

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL.~~
Half Breadth (moulded) *20.5*
Depth from upper part of Keel to top of Upper Deck Beams *30.0*
Girth of Half Midship Frame (as per Rule) *45.3*
1st Number *95.8*
1st Number, if a 3-Decked Vessel deduct 7 feet *88.8*
Length *335.16*
2nd Number *29.762*
Proportions— Breadths to Length *8.7*
Depths to Length— Upper Deck to Keel *11.17*
Main Deck ditto *15.0*

Master *W. J. W. W.*
Built at *Newcastle*
When built *1882* Launched *5th Sep 82*
By whom built *C. Mitchell & Co*
Owners *Nelson, Wankin, & Co*
Residence *2 Queen St. Newcastle-on-Tyne*
Port belonging to *London*
Destined Voyage *Bombay*
If Surveyed while Building, Afloat, or in Dry Dock.
While building & afloat

LENGTH on deck as per Rule *335* Feet. *16* Inches. BREADTH— Moulded... *41* Feet. *16* Inches. DEPTH top of Floors to Upper Deck Beams *28* Feet. *5* Inches. Do. do. Main Deck Beams *18* Feet. *9* Inches. Power of Engines *550* Horse. N° of Decks with flat laid *2* N° of Tiers of Beams *3*

Dimensions of Ship per Register, length, breadth, depth	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness <i>Flat Plate</i>	<i>11 x 1 1/16</i>	<i>11 x 1 1/16</i>				
STEM, moulding and thickness...	<i>11 x 2 3/4</i>	<i>11 x 2 3/4</i>				
STERN-POST for Rudder do. do.	<i>11 x 5 1/2</i>	<i>11 x 5 1/2</i>				
" " for Propeller	<i>11 x 5 1/2</i>	<i>11 x 5 1/2</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24"</i>	<i>24"</i>				
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 1/2 x 3 1/2</i>	<i>8</i>	<i>5 1/2 x 3 1/2</i>	<i>8</i>		
Do. for 1/4 at each end	<i>5 1/2 x 3 1/2</i>	<i>7</i>	<i>5 1/2 x 3 1/2</i>	<i>4</i>		
EVERSED FRAMES, Angle Iron	<i>5 1/2 x 3 1/2</i>	<i>8</i>	<i>5 1/2 x 3 1/2</i>	<i>8</i>		
LOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>41</i>	<i>7</i>	<i>41</i>	<i>7</i>		
" thickness at the ends of vessel		<i>7</i>		<i>7</i>		
" depth at 3/4 the half-bdth. as per Rule	<i>27</i>		<i>27</i>			
" height extended at the Bilges...	<i>As per plan</i>					
EAMS, Upper, Spar, or Awning Deck	<i>8 x 8</i>	<i>8</i>	<i>8 x 8</i>	<i>8</i>		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>		
Angle or double Angle Iron on Upper edge	<i>48</i>		<i>48</i>			
Average space...	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>		
EAMS, Main, or Middle Deck	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or double Angle Iron, on Upper Edge	<i>48</i>		<i>48</i>			
Average space...	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>		
EAMS, Lower Deck	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or double Angle Iron on Upper Edge	<i>48</i>		<i>48</i>			
Average space...	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>		
EAMS, Hold, or Orlop	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>	<i>7</i>		
Angle or double Angle Iron on Upper Edge	<i>48</i>		<i>48</i>			
Average space...	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>		
ELSONS Centre line, single or double plate, box, or intercostal, plates	<i>54 x 10</i>	<i>54</i>	<i>54 x 10</i>	<i>10</i>		
Rider Plate						
Bulb Plate to Intercostal Keelson						
Angle Irons	<i>4 x 4</i>	<i>9</i>	<i>4 x 4</i>	<i>9</i>		
Double Angle Iron Side Keelson						
Side Intercostal Plate	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>	<i>8</i>		
do. Angle Irons	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>	<i>8</i>		
Attached to outside plating with angle iron	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>	<i>8</i>		
BILGE Angle Irons						
do. Bulb Iron...						
do. Intercostal plates riveted to plating for length						
BILGE STRINGER Angle Irons	<i>6 1/2 x 4</i>	<i>9</i>	<i>6 1/2 x 4</i>	<i>9</i>		
Intercostal plates riveted to plating for length						
SIDE STRINGER Angle Irons						

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/8* in. Rivets, about *6 1/2* apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Main deck stringer & 2* and to *Gunwale* 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 1/2* in. diameter, averaging *5 1/2* ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/8* in. diameter, averaging *3 3/8* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/8* in. diameter averaging *3 1/2* ins. from centre to centre.
" Butts of *1* 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 clench, double or single riveted; with rivets *3/8* in. diameter, averaging *2 3/8* ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* 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, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
" Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *as per rule* No. of Breasthooks, *6* Crutches, *3*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
Manufacturer's name or trade mark, *Plate - Bennett Iron Co. Palekhaw Vaughan & Co. Winton Bay. Palmer & Co. Stockton Mall 60*
The above is a correct description *Yes*
Builder's Signature, *W. B. Mitchell & Co* Surveyor's Signature, *W. B. Mitchell & Co*
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

NWC 784 - 0009

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? *A few*

Masts, Bowsprit, Yards, &c., are *Wood's Iron* 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 80ft x 21 1/2 dia, Mainmast 74ft x 21 1/2 dia, Mizzenmast 71ft x 18 1/2 dia. The masts are formed with two plates in the round 5/16 to 3/8 in thickness. Chain double riveted. Butts double and treble riveted. Material - Walker Iron & Steel Works Ltd L^{td}*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
CABLES, &c.												
N ^o .	Chain	300	2"	72 x 100	50	200 x 2"	Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,											
	Fore Top Sails,	90	1 3/8	25 1/2 x 38	90 x 1 3/8			1	38" 3" 14	35.0.3.21	38" 0" 0	
	Fore Topmast Stay Sails,	160	5 1/2	Manilla				1	38" 2" 14	34.17.3.7	38" 0" 0	
	Main Sails,	180	5	test as per rule				1	33" 0" 14	30.19.1.14	32" 1" 0	
	Main Top Sails,	90	2 3/4	"	90 x 2 3/4		Stream Anchor	1	13" 1" 0	14.19.1.14	11" 2" 0	
	and	90	3 1/4	"	90 x 3 1/4		Kedge	1	5" 3" 14	8.2.3.4	5" 3" 0	
	quality	90	3	"	90 x 3		2nd Kedge	1	2" 2" 14	5" 2" 0	2" 3" 0	

Standing and Running Rigging *Wire had been* sufficient in size and *good* in quality. She has *4* Long Boats and *2* others.
The Windlass is *Handful* Capstan *good* and Rudder *good* Pumps *As per pumping plan*
Engine Room Skylights. How constructed? *Deck Framing* How secured in ordinary weather? *Bolted to Iron beamings*
What arrangements for deadlights in bad weather? *Solid teak sashes with bullseyes fitted in the same.*
Coal Bunker Openings. How constructed? *Cast Iron* How are lids secured? *Iron bolts* Height above deck? *12"*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On square ports, down scuppers in three mooring pipes fitted on each side.*
Cargo Hatchways. How formed? *Iron beamings and head ledges riveted together.*
State size Main Hatch *24ft x 10ft* Fore hatch *10ft x 10ft* Quarter hatch *20ft x 12ft - 16ft x 12ft*
If of extraordinary size, state how framed and secured? *Ordinary*
What arrangement for shifting beams? *Weld with plates and shifting beams*
Hatches, If strong and efficient? *Solid Latchet 3" thick*

Order for Special Survey No. <i>1543</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	1881 Nov. 25. 30. Dec 5. 14. 20. 29. - 1882 Jan 9. 16. 18. 30. Feb 10. 14. 16. 27.
Date <i>14th Sept 1881</i>		2nd. On the plating during the process of riveting	24. 27. Mar. 6. 9. 13. 16. 21. 23. 30. Apr 5. 13. 17. 20. 25. May 4. 20. 23.
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	June 1. 7. 12. 14. 19. 22. 26. July 3. 5. 8. 12. 15. 18. 25. Aug 1. 10. 16.
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	22. 24. 30. Sep 4. 15. 21. 27. 28. Oct 2. 6. 10. 12. 18. 27. Nov. 7. 11.
No. <i>433</i> in builder's yard.		5th. After the ship was launched and equipped	20. 23. 27. Dec 12. 20. 28. - 1883 Jan 6. 8. 12. 13. 15. 16. 22.

General Remarks (State quality of workmanship, &c.) *This is a three decked vessel, sister to the S/S "Bambay" Newcastle Report N^o 16203 already classed, and built in accordance with the approved drawings for the above named vessel, and in other respects in conformity with the Rules.*
She has a full prop 40ft long, and open bridge 80ft long, and a topgallant forecastle 46 feet long. The double bottom extends all fore and aft constructed on the cellular principle. She has also a fore peak and an after peak tank, the same having been duly tested as required by the Rules and found tight and satisfactory.
The workmanship throughout is good.

State if one, two, or three decked vessel, or if spar, or awning 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 *Portland Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A1*
The amount of the Entry Fee ... £ 5- - - is received by me, *W. S.*
Special ... £ 101- 4- - 25th Jan 1883
Certificate *Gratis* - - -
(To be sent as per margin.)
(Travelling Expenses, if any, £ - - -).
Committee's Minute *Tuesday 26th January 1883*
Character assigned *100 A1*
2 Dec 1 Mr. Brown 1st Dec 1882
3 Jan 1883

