

# IRON SHIP.

Rec'd 7th JUNE 1883.

No. 5201 Survey held at *Whitby* Date, First Survey *8th Dec 1882* Last Survey *23rd May 1883*

On the *S.S. "Southgate"* 2 Mast, Schooner Rig

TONNAGE under Tonnage Deck *1447.62*  
 Ditto of Third Span *20.25*  
 Ditto of *Deck* *115.37*  
 Raised Or. Dk. *147.63*  
 Ditto of Houses on Deck *4.25*  
 Ditto of Forecastle *43.66*  
 Gross Tonnage *1778.78*  
 Less Crew Space *66.80*  
 Less Engine Room *569.21*  
 Register Tonnage as cut on Beam *1142.77*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.  
 Half Breadth (moulded) *18.5*  
 Depth from upper part of Keel to top of Upper Deck Beams *20.4*  
 Girth of Half Midship Frame (as per Rule) *54.1*  
 1st Number *72.10*  
 1st Number, if a 3-Decked Vessel deduct 7 feet  
 Length *256.6*  
 2nd Number *18.681*  
 Proportions— Breadths to Length *7*  
 Depths to Length— Upper Deck to Keel *12.513*  
 Main Deck ditto

Master *W. Nicholson*  
 Built at *Whitby*  
 When built *1883* Launched *23rd April 1883*  
 By whom built *J. Turnbull & Co*  
 Owners *Turnbull Scott & Co*  
 Residence *London*  
 Port belonging to *Whitby*  
 Destined Voyage *Mediterranean*  
 Is Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *256.6* Feet. Inches. BREADTH Moulded *17* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *18.5* Feet. Inches. Power of Engines *150* Horse. N° of Decks with flat laid *1* N° of Tiers of Beams *2*

Dimensions of Ship per Register, length, *260.3* breadth, *37.1* depth, *18.5*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>	STEM, moulded and thickness	<i>9 x 4 3/4</i>	<i>9 x 4 3/4</i>	STERN-POST for rudder do. do.	<i>9 x 4 3/4</i>	<i>9 x 4 3/4</i>	Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>4 1/2</i>	<i>3</i>	Do. for 1/3 at each end	<i>4 1/2</i>	<i>3</i>	REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>22 1/2</i>	<i>9</i>
thickenss at the ends of vessel	<i>12</i>	<i>7</i>	depth at 2/3 the half-bdth. as per Rule	<i>12</i>	<i>7</i>	height extended at the Bilges	<i>45</i>	<i>45</i>	BEAMS, Upper, Spar, or Awning Deck	<i>8 1/2</i>	<i>8</i>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Average space	<i>48</i>	<i>48</i>	BEAMS, Main, or Middle Deck	<i>8 1/2</i>	<i>8</i>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Single or double Angle Iron on Upper Edge	<i>48</i>	<i>48</i>	Average space	<i>48</i>	<i>48</i>	BEAMS, Lower Deck	<i>8 1/2</i>	<i>8</i>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Single or double Angle Iron on Upper Edge	<i>48</i>	<i>48</i>	Average space	<i>48</i>	<i>48</i>	BEAMS, Hold, or Orlop	<i>10</i>	<i>10</i>
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>4</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>4</i>	<i>4</i>	Average space	<i>4</i>	<i>4</i>	KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>15 1/4</i>	<i>12</i>
Single or double Angle Iron on Upper Edge	<i>15 1/4</i>	<i>12</i>	Single or double Angle Iron on Upper Edge	<i>11 1/2</i>	<i>12</i>	Single or double Angle Iron on Upper Edge	<i>11 1/2</i>	<i>12</i>	Angle Irons	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Double Angle Iron Side Keelson	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Side Intercoastal Plate	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	do. Angle Irons	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Attached to outside plating with angle iron	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	BILGE Angle Irons	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	do. Bulb Iron	<i>8 1/2</i>	<i>8</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	do. Intercoastal plates riveted to plating for length	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	BILGE STRINGER Angle Irons	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Intercoastal plates riveted to plating for length	<i>5</i>	<i>4</i>
Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	Single or double Angle Iron on Upper Edge	<i>5</i>	<i>4</i>	DE STRINGER Angle Irons	<i>5</i>	<i>4</i>

the FRAMES extend in one length from *Keel* to *Gunwale*  
 the REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above hold beam string* 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 *1/8* in. diameter, averaging *3* 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 *5 1/8* ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 3/8* ins. from centre to centre.  
 Butts of *4* 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 *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* 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, treble riveted for *whole* 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 *length* amidships.  
 Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *5 1/4*  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *5* No. of Breasthooks, *5* Crutches, *4*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Angles, Dorman Lang.*  
 Manufacturer's name or trade mark, *Plates West-Stockton, West-Heathfield Iron Works & Jones Bros.*  
 The above is a correct description.  
 Builder's Signature, *W. Turnbull & Co.* Surveyor's Signature, *W. D. Taylor*  
 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.



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? *Only a few*

Masts, Bowsprit, Yards, &c., are *Wood & 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 *Mainmast 72' 6" x 22 3/4 dia. Foremast 65' 9" x 22 3/4 dia. 2 Plates in the round 6/16 thick to 5/16 head & heel. Dashed at Wadding. Seams double riveted. Butts triple & double. Material*

NUMBER for EQUIPMENT 20549		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
No.	Fore Sails,						Bower Anchors					
	Fore Top Sails,						Stream Anchor					
	Fore Topmast Stay Sails,						Kedge					
	Main Sails,						2nd Kedge					
	Main Top Sails, and											

Standing and Running Rigging *W. H. & Manilla* sufficient in size and *Good* in quality. She has *4* Long Boat *5* and The Windlass is *Emerson Walker* Capstan *Good* and Rudder *Good* Pumps *Good 4 1/2 number.*  
Engine Room Skylights.—How constructed? *Iron Cornings, Hatch Top.* How secured in ordinary weather? *By Quadrant.*  
What arrangements for deadlights in bad weather? *Bulls Eyes.*  
Coal Bunker Openings.—How constructed? *Iron Cornings* How are lids secured? *Hatch Bars* Height above deck? *16"*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *See ports & six scuppers*

Cargo Hatchways.—How formed? *Plates & Angles*  
State size Main Hatch *23ft 9 x 12ft 6* Fore hatch *12ft x 12ft 6* Quarterhatch *20 x 12 & 12 x 11.*  
If of extraordinary size, state how framed and secured? *Ordinary Size*  
What arrangement for shifting beams? *With Plates & Iron g. rollers*  
Hatches, If strong and efficient? *Solid Hatches 3" thick.*

Order for Special Survey No. *1019* Date *7th Nov 1882*  
Order for Ordinary Survey No. *1019* Date *1st Dec 1882*  
No. *88* 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 process of riveting }  
3rd. When the beams were in and fastened, and before the decks were laid.... }  
4th. When the ship was complete, and before the plating was finally coated or cemented.. }  
5th. After the ship was launched and equipped }  
*Special Survey 1st Survey 8th Dec 1882 Last Survey 25th May 1883.*

General Remarks (State quality of workmanship, &c.)  
*This is a sister vessel to the S.S. "Gairn" Report-5079 already blessed. Built under Special Survey in accordance with the Rules & the general arrangement in conformity with the Plans submitted & approved by the Committee & the material & workmanship are good. Ballast tanks tested by a head of water equal to the height of the forward line & found satisfactory the length & capacity of same are as per Record attached.*  
*Length of R. A. D 95ft 8. Bridge House 67ft 10. Top Ballant 29ft 1.*

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 *Cement & paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *100 A 1.*  
The amount of the Entry Fee ... £ 5: : is received by me, }  
Special ... £ 67: 15: 6 }  
Certificate ... : : : }  
(Travelling Expenses, if any, £ : : : )  
Committee's Minute  
Character assigned *TRW 100 A 1*  
FRIDAY 15 JUNE 1883 18  
Lloyd's Register Foundation