

IRON SHIP.

No. 2930 Survey held at *Belfast*

Date, First Survey *May 3rd 1882*

31 MAR. 83.

2930

Last Survey *Feb^{ry} 27th 1883*

TONNAGE under
Tonnage Deck } *254.16*
Ditto of Third, Spar,
or Awning Deck. }
Ditto of Poop, or
Raised Qr. Dk. } *9.03*
Ditto of Houses } *1.18*
Ditto of Forecastle } *9.05*
Gross Tonnage } *273.42*
Less Crew Space } *23.26*
Less Engine Room } *250.16*
Less Engine Room } *121.24*
Register Tonnage } *128.92*
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) *10.45*
Depth from upper part of Keel to top of Upper Deck Beams *12.25*
Girth of Half Midship Frame (as per Rule) *21.1*
1st Number *44.1*
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length *154*
2nd Number *6791.4*
Proportions— Breadths to Length... .. *7.1*
Depths to Length—Upper Deck to Keel... .. *12.5*
Main Deck ditto

Master *Wm Brown*
Built at *Belfast*
When built *1882* - *83* Launched *Jan^y 25th 83*
By whom built *Mac Shuaine Lewis & Co*
Owners *Antum Iron Co*
Residence *Belfast*
Port belonging to *Belfast*
Destined Voyage *Coasting*
If Surveyed while Building, Afloat, or in Dry Dock,
Specially surveyed while Building

LENGTH on deck as per Rule ... *154* Feet. Inches. BREADTH—Moulded... *21* 6 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... *11* 2 Feet. Inches. Do. do. Main Deck Beams...
Dimensions of Ship per Register, length, *158* breadth, *21.45* depth, *11.1*

	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>4 x 1 1/2</i>	<i>4 x 1 1/2</i>						
STEM, moulding and thickness...	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>						
STERN-POST for Rudder do. do.	<i>4 x 3</i>	<i>4 x 3</i>						
" " for Propeller	<i>4 x 3 1/2</i>	<i>4 x 3 1/2</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21</i>	<i>21</i>						
FRAMES, Angle Iron, for 1/2 length amidships	<i>3 3 6</i>	<i>3 3 6</i>						
Do. for 1/2 at each end	<i>3 3 6</i>	<i>3 3 6</i>						
REVERSED FRAMES, Angle Iron	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 5</i>						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>13 13 4 6</i>	<i>13 13 4 6</i>						
" thickness at the ends of vessel	<i>6 1/2</i>	<i>6 1/2</i>						
" depth at 3/4 the half-bdth. as per Rule	<i>26</i>	<i>26</i>						
" height extended at the Bilges...	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>						
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>21</i>	<i>21</i>						
Single or double Angle Iron on Upper edge								
Average space...								
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single, or double Angle Iron, on Upper Edge								
Average space...								
BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space...								
BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space...								
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<i>10</i>	<i>10</i>						
" Rider Plate	<i>6 1/2</i>	<i>6 1/2</i>						
" Bulb Plate to Intercostal Keelson								
" Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>						
" Double Angle Iron Side Keelson	<i>3 3 6</i>	<i>3 3 6</i>						
" Side Intercostal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron								
ILGE Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>						
" do. Bulb Iron	<i>5 1/2 for 3</i>	<i>5 1/2 for 3</i>						
" do. Intercostal plates riveted to plating for length								
ILGE STRINGER Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>						
" do. Intercostal plates riveted to plating for length	<i>5 1/2</i>	<i>5 1/2</i>						
IDE STRINGER Angle Irons								

FRAMES extend in one length from *Keel* to *Gunwale*
REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *Bilge* and to *Gunwale*
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *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 clench, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.
Butts of *Two* Strakes at Bilge for *half* 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 *3/4* in. diameter, averaging *3* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* 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 *1/2* 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 *4 1/2* Breadth of laps of plating in single riveting *2 1/2*
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble* No. of Breasthooks, *4* Crutches, *2 & deep floors*
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
Manufacturer's name or trade mark, *Frames, beams, & str. Coalbrook Dale; Rev. bar. Norman Long & Co. and all plate*
The above is a correct description.
Builder's Signature, *John W. MacShuaine* Surveyor's Signature, *James Surpin*
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? *very few*

Masts, Bowsprit, Yards, &c., are of *P. pine* 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

Two pole masts as auxiliary to steam power
Fore Mast, heel to truck 41.0 by 15 diam
Main Mast - 20 - " - 64.0 by 15 - "

NUMBER for EQUIPMENT *6491*

SAILS.

CABLES, &c.

Chain
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

Fathoms.

Inches.

Test per Certificate.

Inches per Rule.

Machine where Tested & Supdt.

ANCHORS.

No.

Weight. Ex. Stock.

Test per Certificate

W'ght req'd per Rule.

Machine where Tested & Supdt.

Standing and Running Rigging *Wire & hemp*

The Windlass is *patent & good*

Engine Room Skylights. How constructed? *of Oak on iron beams*

What arrangements for deadlights in bad weather? *Gratings and tarpaulin*

Coal Bunker Openings. How constructed? *Cast iron Circular*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *two scuppers, two wash ports and two spring pipes each side*

Cargo Hatchways. How formed? *plates and angles - Comings 30 above deck.*

State size Main Hatch *19.3 x 9.0*

If of extraordinary size, state how framed and secured? *web plate and fore and after in each of the large hatchways*

What arrangement for shifting beams?

Hatches, If strong and efficient? *yes solid*

Order for Special Survey No. *122*

Date *29 April 83*

Order for Ordinary Survey No. *1*

Date *29 April 83*

No. *17* in builder's yard.

- 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

May 3, 9, 16; June 12, 15, 19, 22, 28; July 6, 13, 20, 27; Aug. 2, 9, 16, 18, 25, 29; Sep. 6, 11, 28; Oct. 3, 7, 12, 19, 25, 31; Nov. 6, 9, 13, 16, 22; Dec. 2, 5, 13, 18, 22, 27 - 1882 - Jan 2, 5, 10, 19, 24, 31; Feb. 7, 16, 23, 27.

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the accompanying approved sketch of midship section, in compliance with the Secretary's letter dated April 6th 1882, and in general conformity with the rules.*

Fore peak tank water capacity in tons 64.

After peak tank " " " " " " tested as required by the Rules.

She has a fore-castle (not enclosed) 27.5; Bridge (not enclosed) 30

and a short raised quarter deck over cabin 21 feet long.

The workmanship and materials are very good.

Please return the midship section for my guidance in the survey of a sister vessel now about to be built.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double-bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *paint*

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

The amount of the Entry Fee ... *£ 3 : 0 : 0* is received by me, *J. S.*

Special ... *£ 13 : 13 : -* *1.3. 1883*

Certificate ...

(Travelling Expenses, if any, £ - - -)

Committee's Minute

Character assigned

Tuesday, 6th March. 1883.

James Surpin
Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed 100 A 1.
as recommended. The equipment has been supplied in accordance with the tonnage by Table 22.
15th March 1883