

IRON SHIP.

(Received at London Office, Rec'd 20th JULY 1883.)

No. *2969* Survey held at *Belfast* Date, First Survey *16th Oct 1882* Last Survey *July 28th 1883*

On the *Iron Screw Steamer Miraggio*

TONNAGE under Tonnage Deck <i>845.66</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master <i>Donald Young</i>
Ditto of Third, Spar, or Awning Deck. <i>56.45</i>	Half Breadth (moulded) <i>15.24</i>	Built at <i>Belfast</i>
Ditto of Poop, Raised Or. Dk. <i>54.89</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>16.6</i>	When built <i>1883</i> Launched <i>April 24th</i>
Ditto of Houses <i>138.94</i>	Girth of Half Midship Frame (as per Rule) <i>29.75</i>	By whom built <i>Workman, Clark & Co.</i>
Ditto of Forecastle <i>28.94</i>	1st Number <i>62.22</i>	Owners <i>Marshall Dodson & Co.</i>
Dead Tonnage <i>1125.88</i>	1st Number, if a 3-Decked Vessel deduct 7 feet -	Residence <i>Leith</i>
Crew Space <i>55.69</i>	Length <i>216</i>	Port belonging to <i>Leith</i>
Engine Room <i>360.28</i>	2nd Number <i>13439.5</i>	Destined Voyage <i>Constant</i>
Register Tonnage as cut on Beam <i>709.91</i>	Proportions— Breadths to Length <i>6.8</i>	If Surveyed while Building, Afloat, or in Dry Dock. <i>Specially Surveyed while Building</i>
	Depths to Length—Upper Deck to Keel <i>13</i>	
	Main Deck ditto	

LENGTH on deck as per Rule *216* BREADTH—Moulded *31* 9 DEPTH top of Floors to Upper Deck Beams *15* 2 Power of Engines *99* Horse. N° of Decks with flat laid *One* N° of Tiers of Beams *One*

Dimensions of Ship per Register, length, *214.3* breadth, *31.95* depth, *15.45*

KEEL, depth and thickness <i>4 3 7</i>	FLAT KEEL PLATES, breadth and thickness <i>34 13 34 13</i>
STEM, moulding and thickness <i>4 3 7</i>	PLATES in Garboard Strakes, br'dth & thickness <i>34 10 34 10</i>
STERN-POST for Rudder do. do. <i>4 3 7</i>	From Garboard to upper part of Bilges <i>9-10 9-10</i>
" for Propeller <i>4 3 7</i>	Of <i>2 1/2</i> in. at Bilge, or increased thickness, and length applied <i>half length</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft <i>23</i>	From up. prt of Bilge to lr. edge of Sh'rstrake <i>9-10 9-10</i>
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships <i>4 3 7</i>	Main Sheerstrake, breadth and thickness <i>36 14 36 14</i>
Do. for $\frac{1}{2}$ at each end <i>4 3 7</i>	Of d'blng at Sh'strk & lng. applied <i>16 feet</i>
REVERSED FRAMES, Angle Iron <i>3 3 6</i>	From M'n. to Up. or Spar Dk. Sh'rstrake <i>10 in way of B'strk</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <i>18 8 18 8</i>	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss <i>10 10</i>
thickness at the ends of vessel <i>18 8 18 8</i>	Butt Straps to outside plating, breadth & thickness <i>10 8 10 8</i>
depth at $\frac{3}{4}$ the half-bdth. as per Rule <i>9</i>	Lengths of Plating <i>2 1/2</i>
height extended at the Bilges <i>36</i>	Shifts of Plating, and Stringers <i>2 1/2</i>
BEAMS, Upper, Spar, or Awning Deck <i>5 1/2 3 8</i>	Gunwale Plate on ends of <i>31 10 31 10</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>5 1/2 3 8</i>	Upper Deck Beams, breadth and thickness <i>5 1/2 3 8</i>
Single or double Angle Iron on Upper edge <i>5 1/2 3 8</i>	Angle Iron on ditto <i>5 1/2 3 8</i>
Average space <i>23</i>	Tie Plates fore and aft, outside Hatchways <i>Iron 6 Iron 6</i>
BEAMS, Main, or Middle Deck <i>5 1/2 3 8</i>	Diagonal Tie Plates on Beams No. of Pairs <i>Iron 6 Iron 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>5 1/2 3 8</i>	Flat of Up., Spar, or Awning Dk. <i>Iron 6 Iron 6</i>
Single, or double Angle Iron, on Upper Edge <i>5 1/2 3 8</i>	How fastened to Beams <i>Iron 6 Iron 6</i>
Average space <i>23</i>	Stringer Plate on ends of Main or Middle Deck <i>Iron 6 Iron 6</i>
BEAMS, Lower Deck <i>5 1/2 3 8</i>	Beams, breadth and thickness <i>Iron 6 Iron 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>5 1/2 3 8</i>	Is the Stringer Plate attached to the outside plating? <i>Yes</i>
Single or double Angle Iron on Upper Edge <i>5 1/2 3 8</i>	Angle Irons on ditto, No. <i>3</i>
Average space <i>23</i>	Tie Plates, outside Hatchways <i>3 1/2 3 1/2 8</i>
BEAMS, Hold, or Orlop <i>5 1/2 3 8</i>	Diagonal Tie Plates on Beams, No. of pairs <i>3 1/2 3 1/2 8</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <i>5 1/2 3 8</i>	Flat of Middle Deck do. do. <i>3 1/2 3 1/2 8</i>
Single, or double Angle Iron on Upper Edge <i>5 1/2 3 8</i>	How fastened to Beams <i>3 1/2 3 1/2 8</i>
Average space <i>23</i>	Stringer Plates on ends of <i>28 8 28 8</i>
KEELSONS Centre line, single <i>5 1/2 3 8</i>	Orlop Beams <i>28 8 28 8</i>
Double <i>5 1/2 3 8</i>	Is the Stringer Plate attached to the outside plating? <i>Yes</i>
" <i>5 1/2 3 8</i>	Angle Irons on ditto, No. <i>3</i>
" <i>5 1/2 3 8</i>	Stringer or Tie Plates, outside Hatchways <i>3 1/2 3 1/2 8</i>
" <i>5 1/2 3 8</i>	Flat of Lower Deck <i>3 1/2 3 1/2 8</i>
" <i>5 1/2 3 8</i>	Ceiling betwixt Decks, thickness and material <i>6 1/4 battens Pine</i>
" <i>5 1/2 3 8</i>	" in hold do. do. <i>2 1/2 2 1/2</i>
" <i>5 1/2 3 8</i>	Main piece of Rudder, diameter at head <i>5 1/4 5 1/4</i>
" <i>5 1/2 3 8</i>	do. at heel <i>3 3</i>
" <i>5 1/2 3 8</i>	Can the Rudder be unshipped afloat? <i>Yes</i>
" <i>5 1/2 3 8</i>	Bulkheads No. <i>5</i> No. per Rule <i>6</i>
" <i>5 1/2 3 8</i>	" Thickness of <i>9/16</i>
" <i>5 1/2 3 8</i>	" Height up <i>upper deck</i>
" <i>5 1/2 3 8</i>	" How secured to sides of ship <i>between double frames</i>
" <i>5 1/2 3 8</i>	" Size of Vertical Angle Irons <i>3 x 3 x 3/4</i> and distance apart <i>30 ins.</i>
" <i>5 1/2 3 8</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>

The FRAMES extend in one length from *across keel to Flange plate* Riveted through plates with $\frac{3}{4}$ in. Rivets, about *6* apart. The REVERSED ANGLE IRONS on floors and frames extend *across middle line to Flange plate* and to *Sp. Dk. Str.* and 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 *3 3/4* 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 3/4* 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 *three* 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 clencher, double *single* riveted; with rivets $\frac{3}{4}$ in. diameter, averaging *3 1/4* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging *3* ins. from cr. to cr.

" Edges of Main Sheerstrake, double *single* riveted. Upper Sheerstrake, double or single riveted. —

" Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

" Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

" Breadth of laps of plating in double riveting *4 1/2, 5 1/4, 2 1/2* Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *4* Crutches, *3 1/2* deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*

Manufacturer's name *W. & A. Mitchell, Glasgow, Scotland* *W. & A. Mitchell, Glasgow, Scotland* *W. & A. Mitchell, Glasgow, Scotland* *W. & A. Mitchell, Glasgow, Scotland*

The above is a correct description. Builder's Signature, *James Curpin* Surveyor's Signature, *James Curpin*

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

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 *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
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 Material
State also Length and Diameter of Lower Masts and Bowsprit *Boomer rigged as Auxiliary to Steam power*
Fore Mast of P. pine extreme length 62 feet x 19" diam.
Main " " " " " 61 " x 19 " "

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine wh. Tested & Suprntd.
SAILS.												
CABLES, &c.												
Chain		120-2	1 1/8	55-12-2-0	240 x 1 1/8	May 1883	Bower Anchors	1	18-0-27	19-4-1-14	18-0-13	10 May
Fore Sails,		120	1 1/8	" " " "	" " " "	" " " "	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	18-1-9	19-6-2-7	18-0-13	" "
Fore Top Sails,		60	1 1/8	21-1-10 1/2	60 x 1 1/8	12-1-10 1/2	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Fore Topmast Stay Sails,		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Main Sails,		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Main Top Sails,		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Standing and Running Rigging		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
The Windlass is		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Engine Room Skylights.		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Coal Bunker Openings.		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Scuppers, &c.		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Cargo Hatchways.		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
State size Main Hatch		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
If of extraordinary size, state how framed and secured?		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
What arrangement for shifting beams?		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "
Hatches, If strong and efficient?		90	9 1/2	" " " "	90 x 9 1/2	" " " "	" " " "	1	18-2-6	17-0-3-21	15-4	" "

Reference should be made to any correspondence connected with the case. *One complete duty.*
The Windlass is *Patent and good* Capstan *and Rudder good* Pumps *good*
Engine Room Skylights.—How constructed? *Entirely of iron* How secured in ordinary weather? *bolts & nuts*
What arrangements for deadlights in bad weather? *Solid iron covers with Bulls eyes*
Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *Solid hatches* Height above deck? *12 in*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 scuppers, 3 ports and 2 open pipes before and abaft the Bridge on each side*
Cargo Hatchways.—How formed? *plates and angles* Comings *36 inches above deck*
State size Main Hatch *19' 2" x 11' 0"* Fore hatch *11' 6" x 9' 0"* Quarter hatch *23' 0" x 11' 0"*
If of extraordinary size, state how framed and secured? *One deep web plate in main hatch, two in Quarter*
What arrangement for shifting beams? *hatch, and three fore & afters in all hatchways*
Hatches, If strong and efficient? *yes, solid*

Order for Special Survey No. *125* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Oct. 16, 19, 23, 25, 30; Nov. 2, 8, 11, 14, 20, 25, 27*
Date *Aug 5-3-1882* 2nd. On the plating during the process of riveting *Dec. 4, 8, 12, 19, 22, Jan. 3, 8, 11, 16, 22, 25*
Order for Ordinary Survey No. *16* 3rd. When the beams were in and fastened, and before the decks were laid... *Feb. 1, 6, 13, 20, 27; Mar. 2, 8, 13, 20, 28*
Date *—* 4th. When the ship was complete, and before the plating was finally coated or cemented... *April 2, 6, 10, 16, 19, 21, 24; May 7, 10, 21*
No. *16* in builder's yard. 5th. After the ship was launched and equipped *June 7, 11, 14, 23, 30; July 4, 7, 10, 17, 23*
State dates of letters respecting this case *July 31st and August 8th 1882, and March 14th 1883.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the accompanying approved sketches of Midship and Longitudinal sections, and pumping arrangement, in compliance with the Secretary's letters dated 31st July & 8th August 82, and 14th March 83. And the Rules. Other respects have been complied with. She is a one decked vessel, has a Forecastle 29' 0", Bridge 63' 0", Raised 2nd Deck 46' 0", and a Poop 32' 0" long with a Chart room at fore end of Bridge. She has a Double bottom forward 84' 3" long and water capacity in tons 128; Under Engines and Boilers 30' 9" and water capacity in tons 54; Aft 59' 0" and water capacity in tons 92; and an After peak Tank, water capacity all tested as required by the rules.*

The materials used in her construction and the workmanship are good. *Please return the tracings for my guidance.*

in the survey of a sister vessel now building.

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

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£ 4 : : : is received by me, *James Turpin*

Special£ 53 : 3 : - 25. 7. 1883

(to be sent as per margin). Certificate ... *Gratis*

(Travelling Expenses, if any, £ —)

Committee's Minute *TUESDAY 14 AUGUST 1883 18*

Character assigned *100 A 1*

Lloyd's Register of British and Foreign Shipping