

# IRON SHIP.

No. 2949 Survey held at *Belfast* Date, First Survey *Oct-31-82* Last Survey *August 8-1883*  
 On the *Iron Screw Steamer "Saint Kevin"* (Received at London Office, 29th Nov 83)

TONNAGE under Tonnage Deck } 429.5  
 Ditto of Third, Spar, or Awning Deck. }  
 Ditto of *Deep*, or Raised Qr. Dk. } 14.24  
 Ditto of Houses } 11.81  
 Gross Tonnage } 455.55  
 Less Crew Space } 32.99  
 Less Engine Room } 174.61  
 Register Tonnage } 244.95  
 as cut on Beam }  
 ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 SPAR, OR AWNING-DECKED VESSEL.  
 Half Breadth (moulded) ... 13.  
 Depth from upper part of Keel to top of Upper Deck Beams ... 14.  
 Girth of Half Midship Frame (as per Rule) ... 23.91  
 1st Number ... 50.91  
 1st Number, if a 3-Decked Vessel .. deduct 7 feet -  
 Length ... 176.85  
 2nd Number ... 9003.4  
 Proportions— Breadths to Length ... 0.8  
 Depths to Length—Upper Deck to Keel ... 12.63  
 Main Deck ditto ...

Master *C. O'Neil*  
 Built at *Belfast*  
 When built *1883* Launched *June 21-82*  
 By whom built *MacIlwaine, Lewis & Co.*  
 Owners *J. Heston & Co.*  
 Residence *Dublin*  
 Port belonging to *Dublin*  
 Destined Voyage *Coasting*  
 If Surveyed while Building, Afloat, or in Dry Dock.  
*Specially surveyed while Building*

LENGTH on deck as per Rule ...	Feet. 176.85	BREADTH—Moulded... 26.	Feet. 26.	DEPTH top of Floors to Upper Deck Beams ... 12.83	Feet. 12.83	Power of Engines ... 75	Horse. 75	No. of Decks with flat laid One	No. of Tiers of Beams One
Dimensions of Ship per Register, length, 176 breadth, 26.2 depth, 12.8									
KEEL, depth and thickness ...	4 1/2 x 1 1/2								
STEM, moulding and thickness ...	4 x 2								
STERN-POST for Rudder do. do. ...	4 x 4 1/2								
" " for Propeller ...	6 1/2 x 4 1/2								
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	22								
FRAMES, Angle Iron, for 1/2 length amidships ...	3 1/2 x 3	6	3	3	6				
Do. for 1/2 at each end ...	3 1/2 x 3	6	3	3	5				
REVERSED FRAMES, Angle Iron ...	2 1/2 x 2 1/2	6	2 1/2	2 1/2	5				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	14								
" thickness at the ends of vessel ...	4								
" depth at 1/2 the half-bdth. as per Rule ...	4								
" height extended at the Bilges ...	28								
BEAMS, <i>Raised 2nd Deck and Hatch</i> Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron ...	4								
Single or double Angle Iron on Upper edge ...	2 1/2 x 2 1/2	6	2 1/2	2 1/2	6				
Average space ...	44								
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron ...	5	3	4	5	3	4			
Single, or double Angle Iron, on Upper Edge ...									
Average space ...	22								
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 ...									
EELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...	12	10	12	10					
" Rider Plate ...	8 1/2	12	8	12					
" Bulb Plate to Intercoastal Keelson ...									
" Angle Irons ...	3 1/2 x 3	6	3 1/2	3	6				
" Double Angle Iron Side Keelson ...									
" Side Intercoastal Plate ...									
" do. Angle Irons ...									
" Attached to outside plating with angle iron ...									
LGE Angle Irons ...	3 1/2 x 3	6	3 1/2	3	6				
" do. Bulb Iron ...	7 for 3/4	7	7 for 3/4	7					
" do. Intercoastal plates riveted to plating for length ...									
LGE STRINGER Angle Irons ...	3 1/2 x 3	6	3 1/2	3	6				
" Intercoastal plates riveted to plating for length ...	7	7	7	7					
DE STRINGER Angle Irons ...									

FRAMES extend in one length from *Keel* to *gunwale*  
 REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Bilge stringer* and to *gunwale* alternately  
 ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*  
 TING. Garboard, double riveted to Keel, with rivets *1* 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 *3 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* ins. from centre to centre.  
 Butts of *Gun* Strakes at Bilge for *half* length, treble riveted with Butt Straps *16* thicker than the plates they connect.  
 Edges from Bilge to Main Sheerstrake, worked clencher, double *and* single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *—* length amidships.  
 Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *—* length.  
 Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 3/4*  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & Single* No. of Breasthooks, *4* Crutches, *28 deep*  
 description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*  
 acturer's name or trade mark, *All angles "Dabell"; All plates "Bolckow, Vaughan & Co."*  
 above is a correct description.  
 Signature, *MacIlwaine Lewis & Co.* Surveyor's Signature, *James Turpin*  
 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 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 79.0 x 16 1/2 diam Pine*  
*Main - " " " 75.0 x 16 1/2 " " "*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wt't req'd per Rule.	Machine, when Tested & Suprntd.
SAILS.												
CABLES, &c.												
N <sup>o</sup> .	Chain	90 1/2	1 1/2	34 5/8	195 x 1 1/8	28 May 83	Bower Anchors	1	10.1.3	12.6.2.7	10	2 1/2
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	75	1 1/2	-	-	29 " "	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	10.0.0	12.2.0.21	10	
Fore Top Sails,	Iron Stream Chain	30	1 1/2	-	-	4 June "		1	2.0.26			
Fore Topmast Stay Sails,	or Steel Wire ..	60	3/4	15 1/2	60 x 1 1/8	29 May "		1	9.2.27	11.15.2.14	8 1/2	10
	or Hempen Strm Cable .....			10 1/2				1	2.0.3			
	Towline, Hemp.					Ripton		1	3.3.20	6.7.2.0	3 3/4	23
	or Steel Wire ..					E.R. Isitt sup.			1.0.0			
Main Sails,	Hawser .....	75	8		75 x 8		Stream Anchor	1	1.3.26	4.10.0.0	1 3/4	20 Feb. "
Main Top Sails,	Warp .....	90	6		90 x 6		Kedge	1	1.2.16	4.4.1.14	3/4	8 June "
and	quality <i>good</i>	120	8 1/2				2nd Kedge		2.1			

Standing and Running Rigging *lone & hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *a* dingy  
The Windlass is *Patent and good* Capstan - and Rudder *good* Pumps *good*

Engine Room Skylights. - How constructed? *of Teak in iron comings* How secured in ordinary weather? *bolts and nuts*

Coal Bunker Openings. - How constructed? *Cast iron circular* How are lids secured? *By bolt fixings* Height above deck? *Flush*

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 3 ports and 1 spring pipe forward; And 2 Scuppers, 2 ports and 1 spring pipe aft each side.*

Cargo Hatchways. - How formed? *of plates and angles, comings 24" above deck.*

State size Main Hatch *19.3 x 11.0* Fore hatch *12.3 x 8.0* Quarter hatch *19.3 x 11.0.*

If of extraordinary size, state how framed and secured? *Web plate in main and after hatchways*

What arrangement for shifting beams? *Large shifting beams in all hatchways*

Hatches, If strong and efficient? *yes, solid.*

Order for Special Survey No. *130* DATES of Surveys held while building as per Section 18.  
Date *Oct. 6<sup>th</sup> 1882*  
Order for Ordinary Survey No. *-*  
Date *-*  
No. *18* in builder's yard.  
State dates of letters respecting this case *3<sup>rd</sup> October 1882; and 15<sup>th</sup> May 1883.*

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the accompanying approved tracings of midship section and pumping plan; in compliance with the Secretary's letters, dated as at and in general conformity with the Rules; she has a shelter forecastle and in general conformity with the Rules; she has a shelter forecastle 26 feet long. Bridge - not enclosed - 32 ft. and a short raised quarter deck over the cabin 20 feet. - a trimming tank forward, water capacity 20 tons, after peak tank, water capacity 22 tons, both tested as required by the Rules. The workmanship and materials are very good.*

State if one, two, or three decked vessel, *one if open, or running decked*; and the lengths of *bow, bridge, forecastle, 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 .....£ *2* : : : is received by me, *J.E.*  
Special .....£ *22* : *16* : : *17.8.1883*

(to be sent as per margin). Certificate *gratis* :  
(Travelling Expenses, if any, £ - ) :  
TUESDAY 21 AUGUST 1883

Committee's Minute  
Character assigned

*James Turpin*  
Surveyor to Lloyd's Register of British and Foreign Ships

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