

IRON SHIP

No. 2979 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, 2979)

TONNAGE under } 429.5
Tonnage Deck }
Ditto of Third, Spar, }
or Awning Deck. }
Ditto of Deck, or }
Raised Qr. Dk. } 14.24
Ditto of Houses } 11.81
Gross Tonnage } 455.55
Less Crew Space } 32.99
Less Engine Room } 422.56
Register Tonnage } 174.61
as cut on Beam } 244.95

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*
By whom built *MacLuraine Lewis & Co.*
Owners *J. Weston & 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 ... 176.85
BREADTH—Moulded... 26.
DEPTH top of Floors to Upper Deck Beams ... 12.83
Do. do. Main Deck Beams...
Power of Engines ... 45
N^o. of Decks with flat laid One
N^o. of Tiers of Beams One

Dimensions of Ship per Register, length, 178 breadth, 26.2 depth, 12.8

	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule		Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule
KEEL, depth and thickness	4 1/4 x 1 1/2	4 1/4 x 1 1/2	7	7	Flat Keel Plates, breadth and thickness				
STEM, moulding and thickness	4 x 2	4 x 2	8	8	PLATES in Garboard Strakes, br'dth & thickness	32	9	32	9
STERN-POST for Rudder do. do.	4 x 4	4 x 4	8	8	From Garboard to upper part of Bilges...	4.8	9	4.8	9
" for Propeller	6 1/2 x 4 1/4	6 1/2 x 4 1/4	10	10	Of Bilge, or increased thickness, and length applied <i>half length</i>	1.5	9	1.5	9
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22			From up. prt of Bilge to l.r. edge of Sh'rstrake...	7-8		7-8	
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	3	6	3	Main Sheerstrake, breadth and thickness	3 1/2	12	33	12
Do. for 1/4 at each end	3 1/2	3	6	3	Of d'bling at Sh'stk. & Ing. applied				
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	6	2 1/2	From M'n. to Up. or Spar Dk. Sh'rstrake...				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14	14	14	14	Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns...				
thickness at the ends of vessel	4	4	4	4	Butt Straps to outside plating, breadth & thickness	16 1/2	13-6	16 1/2	13-6
depth at 1/2 the half-bdth, as per Rule	4	4	4	4	Lengths of Plating	6	spaces	5	spaces
height extended at the Bilges...	28	28			Shifts of Plating, and Stringers	2		2	
BEAMS, Upper, Spar, or Awning Deck	4	4	6 1/2	6	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	4 1/2	8	30	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	6	2 1/2	Angle Iron on ditto	4 x 3 x 6		4 x 3 x 6	
Single or double Angle Iron on Upper edge	44	44	44	44	Tie Plates fore and aft, outside Hatchways				
Average space...	44	44			Diagonal Tie Plates on Beams No. of Pairs				
BEAMS, Main, or Middle Deck	5	3	4	5	Flat of Up., Spar, or Awning Dk.*	run	7-6	run	7-6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					How fastened to Beams				
Single, or double Angle Iron, on Upper Edge					Stringer Plate on ends of Main or Middle Deck				
Average space...	22	22			Beams, breadth and thickness				
BEAMS, Lower Deck					Is the Stringer Plate attached to the outside plating?				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					Angle Irons on ditto, No.				
Single or double Angle Iron on Upper Edge					Tie Plates, outside Hatchways				
Average space...					Diagonal Tie Plates on Beams, No. of pairs				
BEAMS, Hold, or Orlop					Flat of Middle Deck* do. do.				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					How fastened to Beams				
Single or double Angle Iron on Upper Edge					Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Average space...					Is the Stringer Plate attached to the outside plating?				
EELSONS Centre line, single or double plate, box, or Intercostal, Plates	12	10	12	10	Angle Irons on ditto, No.				
" Rider Plate	8 1/2	12	8	12	Stringer or Tie Plates, outside Hatchways				
" Bulb Plate to Intercostal Keelson					Flat of Lower Deck*				
" Angle Irons	3 1/2	3	6	3 1/2	Ceiling betwixt Decks, thickness and material				
" Double Angle Iron Side Keelson					" in hold do. do.	2 1/2	2	2 1/2	
" Side Intercostal Plate					Main piece of Rudder, diameter at head	4 1/2	4 1/2	4 1/2	
" do. Angle Irons					do. at heel	2 3/4	2 3/4	2 3/4	
" Attached to outside plating with angle iron					Can the Rudder be unshipped afloat? <i>yes</i>				
LGE Angle Irons	3 1/2	3	6	3 1/2	Bulkheads No. 5 No. per Rule 4				
" do. Bulb Iron...	7 for 3/4	7	7 for 3/4	7	" Thickness of <i>4/16</i>				
" do. Intercostal plates riveted to plating for length					" Height up <i>Upper deck</i>				
LGE STRINGER Angle Irons	3 1/2	3	6	3 1/2	" How secured to sides of ship <i>between double frames</i>				
" Intercostal plates riveted to plating for length	4	4	4	4	" Size of Vertical Angle Irons <i>2 1/2 x 2 1/2 x 3/4</i> and distance apart <i>30</i> ins.				
BE STRINGER Angle Irons					" Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>				

FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Bilge stringers* 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 *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 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? *Treble & Double* No. of Breasthooks, *4* Crutches, *28* deep
description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
Manufacturer's name or trade mark, *All angles "Dabell; all plates "Bolekov, Vaughan & Co."*
above is a correct description.
Signature, *MacLuraine 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 P.Pine
Main - " " " " 75.0 x 16 1/2 " " "

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule	Machine, when Tested & Supr'd
SAILS.												
CABLES, &c.												
N ^o .	Chain	90 1/2	1 1/2	34 5/8 } 22 3/4 }	195 x 1 1/8	28 May 83	Bower Anchors	1	10.1.3	12.6.2.7	10	2 1/2
	Fore Sails,	75	1 1/2	-	-	29 " "	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	10.0.	12.2.0.21	10	
	Fore Top Sails,	30	1 1/2	-	-	4 June "		1	2.0.26			
	Fore Topmast Stay Sails,	60	3/4	15 1/2 } 10 5/8 }	60 x 1 1/2	29 May "		1	9.2.27	11.15.2.14	8 1/2	10
	Main Sails,					Ripton		1	3.3.20	6.7.2.0	3 3/4	23
	Main Top Sails,					E.R. Isett sup.		1	1.0.0			
	and							1	1.3.26	4.10.0.0	1 3/4	20 Feb.
	Standing and Running Rigging	120	1 1/2				Stream Anchor	1	2.12			
	The Windlass is						Kedge	1	1.2.16	4.4.1.14	3	8 June "
	Engine Room Skylights.						2nd Kedge		2.1			Hetherington D.G. Lewis

Reference should be made to any correspondence connected with the case. One Complete Suit

Standing and Running Rigging *wire & 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*

How secured in ordinary weather? *bolts and nuts*

Coal Bunker Openings.—How constructed? *Cast iron circular* How are lids secured? *Wrought 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* Forehatch *12.3 x 8.0* Quarterhatch *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* Date *Oct 6th 1882*
 Order for Ordinary Survey No. *18* in builder's yard. State dates of letters respecting this case *3rd October 1882; and 15th 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 above and in general conformity with the Rules; she has a shelter forecast 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, or if open, or running decked; and the lengths of *prop, 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.L.*
 Special£ *22* : *16* : : *17.8.1883*

(to be sent as per margin). Certificate *gratis*
 (Travelling Expenses, if any, £ -)

Committee's Minute
 Character assigned

H.L. Muller
J.L.
 TUESDAY 21 AUGUST 1883
 James Turpin
 Surveyor to Lloyd's Register of British and Foreign Shipping

