

IRON SHIP.

(Received at London Office.)

No. **2984** Survey held at **Belfast** Date, First Survey **August 27. 82** Last Survey **Sept 4 1883**
On the **4 masted sailing ship "Lord Wolsley"**

TONNAGE under Tonnage Deck **2404.37** ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Master **J. Dunn**
Built at **Belfast**
When built **1882-83** Launched **July 21**
By whom built **Harland & Wolff**
Owners **Irish Shipowners Co. Ltd.**
Residence **Belfast**
Port belonging to **Belfast**
Destined Voyage **San Francisco**
If Surveyed while Building, Afloat, or in Dry Dock.
Specially surveyed while Building

Half Breadth (moulded) **21.25**
Depth from upper part of Keel to top of Upper Deck Beams **27.37**
Girth of Half Midship Frame (as per Rule) **43.25**
1st Number **91.87**
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length **298.16**
2nd Number **27391**
Proportions— Breadths to Length .. **7**
Depths to Length— Upper Deck to Keel .. **10.89**
Main Deck ditto ..

LENGTH on deck as per Rule **298.16** BREADTH— Moulded... **42.5** DEPTH top of Floors to Upper Deck Beams **25.308** Power of Engines ... **100** No. of Decks with flat laid **2** No. of Tiers of Beams **2**

Dimensions of Ship per Register, length, **308.2** breadth, **42.85** depth, **25.12**

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 3 3/8	9 x 3 3/8	PLATES in Garboard Strakes, br'dth & thickness	36 1/2	12 36 12
STEM, moulding and thickness	9 x 3 3/8	9 x 3 3/8	From Garboard to upper part of Bilges	112 1/2	112 1/2
STERN-POST for Rudder do. do.	9 x 3 3/8	9 x 3 3/8	Of d'bling at Bilge, or increased thickness, and length applied	38 1/2	38 1/2
" " for Propeller	24	24	From up. prt of Bilge to lr. edge of Sh'rstrake	112 1/2	112 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	40 1/2	13 40 13
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2 3 1/2 8	5 1/2 3 1/2 8	Of d'bling at Sh'stk. & lng. applied		
Do. for 1/2 at each end	5 1/2 3 1/2 7	5 1/2 3 1/2 7	From M'n. to Up. or Spar Dk. Sh'rstrake		
REVERSED FRAMES, Angle Iron	3 1/2 3 1/2 8	3 1/2 3 1/2 8	Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss.	19 1/4-13 1/2-15-12 1/2-11 1/4-13-12	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	26	10 26	Butt Straps to outside plating, breadth & thickness		
thickness at the ends of vessel		8	Lengths of Plating	7 spaces	5 spaces
depth at 1/2 the half-bdth. as per Rule	13	13	Shifts of Plating, and Stringers	2	2
height extended at the Bilges	52	52	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	42 1/2	10 42 1/2 10
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10 d' Bulb	10 d' Bulb	Angle Iron on ditto	6 1/2 x 4 x 9	6 1/2 x 4 x 9
Single or double Angle Iron on Upper edge	48	48	Tie Plates fore and aft, outside Hatchways		
Average space			Diagonal Tie Plates on Beams No. of Pairs		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Up., Spar, or Awning Dk.	6 1/2 x 3 1/2 x 9	6 1/2 x 3 1/2 x 9
Single or double Angle Iron, on Upper Edge			How fastened to Beams	Galv. bolts 2 nuts	
Average space			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10 d' Bulb	10 d' Bulb	Is the Stringer Plate attached to the outside plating?		
Single or double Angle Iron on Upper Edge	48	48	Angle Irons on ditto, No.		
Average space			Tie Plates, outside Hatchways		
BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams, No. of pairs		
Single or double Angle Iron on Upper Edge			Flat of Middle Deck* do. do.		
Average space			How fastened to Beams		
KEELSONS Centre line, single double plate, box, or Intercoastal, Plates	22 1/2	14 21 14	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	43 1/2	9 42 9
" Rider Plate	14 1/2	14 14 14	Is the Stringer Plate attached to the outside plating?	yes	As required
" Bulb Plate to Intercoastal Keelson	6 1/2	4 9 6 1/2 4 9	Angle Irons on ditto, No.	4 x 4 x 9	4 x 4 x 9
" Angle Irons	6 1/2	4 9 6 1/2 4 9	Stringer or Tie Plates, outside Hatchways	16	9 16 9
" Double Angle Iron Side Keelson	3 1/2	3 1/2 8 3 1/2 3 1/2 8	Flat of Lower Deck*	3 9 1/2	
" Side Intercoastal Plate	6 1/2	4 9 6 1/2 4 9	Ceiling betwixt Decks, thickness and material	6 x 2 bottom	
" do. Angle Irons	3 1/2	3 1/2 8 3 1/2 3 1/2 8	" in hold do. do.	2 1/2	2 1/2
" Attached to outside plating with angle iron	6 1/2	4 9 6 1/2 4 9	Main piece of Rudder, diameter at head	4 1/2	4 1/2
BILGE Angle Irons	6 1/2	4 9 6 1/2 4 9	do. at heel	3 3/4	3 3/4
" do. Bulb Iron			Can the Rudder be unshipped afloat?	yes	
" do. Intercoastal plates riveted to plating for length	6 1/2	4 11 6 1/2 4 11	Bulkheads No. 1 No. per Rule	1	1
BILGE STRINGER Angle Irons	6 1/2	4 11 6 1/2 4 11	" Thickness of	7/16	
Intercoastal plates riveted to plating for length	6 1/2	4 11 6 1/2 4 11	" Height up	Main deck	
SIDE STRINGER Angle Irons	6 1/2	4 11 6 1/2 4 11	" How secured to sides of ship	between double frames	
The FRAMES extend in one length from Keel to gunwale			" Size of Vertical Angle Irons	3 1/2 x 3 1/2 x 7/8	and distance apart 30 ins.
The REVERSED ANGLE IRONS on floors and frames extend across middle line to gunwale			" Are the outside Plates doubled two spaces of Frames in length?	yes	
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	yes				
PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 5 ins. from centre to centre.					
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter, averaging 3 3/8 ins. from centre to centre.					
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3 3/4 ins. from centre to centre.					
" Butts of four Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 1/2 thicker than the plates they connect, for 1/2 length and 1/4 thicker from 1/2 to 3/4 length					
" Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 1 in. diameter, averaging 3 3/8 ins. from cr. to cr.					
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 in. diameter, averaging 3 3/4 ins. from cr. to cr.					
" Edges of Main Sheerstrake, double or single riveted.					
" Butts of Main Sheerstrake, treble riveted for 3/4 length amidships.					
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.					
" Breadth of laps of plating in double riveting 6 1/4 Breadth of laps of plating in single riveting 3 1/4					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double, treble					
No. of Breasthooks, 4 Crutches, 4 1/2 deep					
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best				
Manufacturer's name or trade mark	James & Beams, Newcastle; Thomas & Shell, Consett; Black & Co., Clydebank; Keelsons & Stringers, Bolton; and others				
Is above a correct description?	yes				
Surveyor's Signature, Harland & Wolff					
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? *hammered*
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 *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give
Piling, 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
and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit. - *Bowsprit & Fibboom in one 53-6 x 27 plates 32 to 32*
Fore Mast & Topmast in one 125-6 x 32 plates 14 } All built with 3 plates in the round
Main " " " 120-6 x 32 to 32 } 3 angles in Fore, Main & Mizzen 4" x 5"
Mizzen " " " 129-9 x 32 } 3 angles in Jigger Mast & Bowsprit
Jigger Mast " " 90-3 x 27 plates 32 to 32 } 3 1/2 x 3 x 16

NUMBER for EQUIPMENT 29218		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.	CABLES, &c.						Bower Anchors	1	40-3-22 36-8-0-14	40	48	
	Chain	135-4	2 1/2	107-2-5 76-10-0	270 x 2 1/2	31 May 88	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	39-0-0 35-2-2-0	38	48	
Fore Sails,	Iron Stream Chain	134 1/2	2 1/2	" " "	" " "	7 June "		1	36-2-0 33-8-3-0	36	48	
Fore Top Sails,	or Steel Wire	100	1 1/2	34-2-2 22-15-0	100 x 1 1/2			1	36-2-0 33-8-3-0	36	48	
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	12		90 x 12	Retherlon D.G. Lewis Sup.						
Main Sails,	Towline, Hemp.	90	12		90 x 12							
Main Top Sails,	or Steel Wire	90	11		90 x 11		Stream Anchor	1	12-0-10 13-19-2-21	12	9 1/2	
	Hawser	90	11		90 x 11		Kedge	1	6-0-4 8-7-2-0	6	6 1/2	
	Warp	90	7		90 x 7		2nd Kedge	1	3-0-10 5-12-0-21	3	9 1/2	
	quality good	90	6									

Standing and Running Rigging *wire hemp* sufficient in size and *good* in quality. She has *Two* Long Boats and *two* others
The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights. How constructed? *-* How secured in ordinary weather? *-*
What arrangements for deadlights in bad weather? *-*
Coal Bunker Openings. How constructed? *-* How are lids secured? *-* Height above deck? *-*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *4 Scuppers, 8 ports, and Spring pipes each side.*
Cargo Hatchways. How formed? *of Plates and angles, comings 21' above deck.*
State size Main Hatch *15-6 x 10-0* Forehatch *7-6 x 5-10 1/2* Quarterhatch *7-6 x 6-10*
If of extraordinary size, state how framed and secured? *-*
What arrangement for shifting beams? *Shifting beams in all hatches.*
Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. *23*
Date *Aug 7th 1882*
Order for Ordinary Survey No. *-*
Date *-*
No. *157* in builder's yard
State dates of letters respecting this case *June 23rd, July 11th and 20th 1882.*

General Remarks (State quality of workmanship, &c.) *This four masted sailing ship has been built in accordance with the accompanying approved tracing of midship section in compliance with the Secretary's letter, dated as above, and the Rules in all other respects have been complied with; She is a two decked vessel having a shelter forecastle 34' long, Poop 50', and an Iron deck house 46-6 x 14-6. A double row of stanchions have been fitted in the Lower Hold on alternate beams for half length amidships, in addition to a stanchion on every beam in Centre of vessel; Bulwark stanchions have been fitted every 8 feet between Forecastle & Poop, excepting in way of rigging, in addition to the alternate frames extending to rail, and two large web plates riveted to frame each side in way of poop from Mst to Poop & Kst. The yards are of iron Lower yards 84 x 19 1/2, 3 plates in the round 16 to 18 & 3 angles in each 3 x 2 1/2 x 16 Lower Top^s 73 x 16 3/4 5 to 16 3/4 2 1/2 x 2 1/2 x 16 Upper 66 x 16 5 to 16 3/4 2 1/2 x 2 1/2 x 16*

The materials used in her construction and the workmanship are very good
State if *one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, 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£ *5* : .. is received by me, *J. J.*
Special£ *89* : *0* : *6* *5.9. 1883*
(to be sent as per margin). Certificate
(Travelling Expenses, if any, £)
Committee's Minute *TUESDAY 11 SEPT 1883*
Character assigned *100 A 1*
J. J.
James Surpin
Surveyor to Lloyd's Register of British and Foreign Ships
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