

IRON SHIP

No. *2993* Survey held at *Belfast* Date, First Survey *March 1st* Last Survey *Monday 22nd OCT 1883*
On the *Iron screw steamer 'Sea Fisher'* Thursday *25th Oct* 18*83*
Tonnage under Tonnage Deck *255.35* ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Master *James Bannister*
Built at *Belfast*
When built *1883* Launched *Sept^r 18th*
By whom built *MacLaine, Lewis & Co.*
Owners *Jas Fisher Sons*
Residence *Barrow*
Port belonging to *Barrow*
Destined Voyage *Coasting*
If Surveyed while Building, Afloat, or in Dry Dock,
Specially surveyed while Building

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) *20.1*
1st Number *43.1*
1st Number, if a 3-Decked Vessel deduct 7 feet *-*
Length *15.3*
2nd Number *6594.3*
Proportions— Breadths to Length *4.1*
Depths to Length—Upper Deck to Keel *12.5*
Main Deck ditto *-*

Net Tonnage *274.30*
Gross Tonnage *254.47*
Less Crew Space *19.83*
Less Engine Room *120.14*
Register Tonnage *134.30*
as out on Beam

LENGTH on deck as per Rule *153* Feet. Inches. BREADTH—Moulded *21 6* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *11 2* Feet. Inches. Power of Engines *50* Horse. N^o. of Decks with flat laid *One*
N^o. of Tiers of Beams *One*

Dimensions of Ship per Register, length, *155* breadth, *21.75* depth, *11.1*

	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
KEEL, depth and thickness	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>	<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>	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>	<i>4 x 1 1/2</i>
STERN-POST for Rudder do. do.	<i>4 1/2 x 3 1/4</i>	<i>4 1/2 x 3 1/4</i>	<i>4 1/2 x 3 1/4</i>	<i>4 x 3</i>	<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>	<i>4 x 3 1/2</i>	<i>4 x 3</i>	<i>4 x 3</i>	<i>4 x 3</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>
FRAMES, Angle Iron, for 3/4 length amidships	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>
Do. for 1/2 at each end	<i>3 3 5</i>	<i>3 3 5</i>	<i>3 3 5</i>	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>
REVERSED FRAMES, Angle Iron	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 5</i>	<i>2 1/2 2 1/2 4</i>	<i>2 1/2 2 1/2 4</i>	<i>2 1/2 2 1/2 4</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>13 6</i>	<i>13 6</i>	<i>13 6</i>	<i>12 1/2 6</i>	<i>12 1/2 6</i>	<i>12 1/2 6</i>
" thickness at the ends of vessel	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>
" depth at 3/4 the half-bdth. as per Rule	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>
" height extended at the Bilges	<i>26</i>	<i>26</i>	<i>26</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>	<i>3 1/2 3 6</i>
Single or double Angle Iron on Upper edge	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>
Average space	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>	<i>21</i>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>
Single or double Angle Iron on Upper Edge	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>	<i>5 1/2 3 4</i>
Average space	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>	<i>42</i>
BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Single or double Angle Iron on Upper Edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Single or double Angle Iron on Upper Edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
" Rider Plate	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>
" Bulb Plate to Intercoastal Keelson	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>
" Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<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>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>
" Side Intercoastal Plate	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
" do. Angle Irons	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
" Attached to outside plating with angle iron	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
BILGE Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>
" do. Bulb Iron	<i>6 for 3/4</i>	<i>6 for 3/4</i>	<i>6 for 3/4</i>	<i>5 1/2 for 3/4</i>	<i>5 1/2 for 3/4</i>	<i>5 1/2 for 3/4</i>
" do. Intercoastal plates riveted to plating for length	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
BILGE STRINGER Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>	<i>3 3 6</i>
Bulb Intercoastal plates riveted to plating for length	<i>6 for 3/4</i>	<i>6 for 3/4</i>	<i>6 for 3/4</i>	<i>5 1/2 for 3/4</i>	<i>5 1/2 for 3/4</i>	<i>5 1/2 for 3/4</i>
SIDE STRINGER Angle Irons	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>

The FRAMES extend in one length from *Keel* to *Gumwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *Bilge Stringer* and to *Gumwale* 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 *5* 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* 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 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 *2 3/4* ins. from cr. to cr.

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

" Butts of Main Sheerstrake, double riveted for *entire* length amidships. Butts of *Upper or Spar* Sheerstrake, treble riveted *1/2* length amidships.

" Butts of Main Stringer Plate, double riveted for *entire* 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 1/2*

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

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

Manufacturer's name or trade mark, *Angles and Bulbs "Dorman Long & Co." All plates "Balekrow Vaughan & Co."*

The above is a correct description.

Builder's Signature, *John H. MacLaine, Director* 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 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

Fore Mast, heel to truck 41.0 x 15 diam.
Main " " " 64.6 x 15 " "

NUMBER for EQUIPMENT <i>6594</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
One complete suit	SAILS.	CABLES, &c.										
	N ^o .	Chain										
		<i>(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)</i>										
	Fore Sails,	Iron Stream Chain										
		or Steel Wire										
	Fore Top Sails,	or Hempen Strm										
		Cable										
	Fore Topmast Stay Sails,	Towline, Hemp.										
		or Steel Wire										
	Main Sails,	Hawser										
and	Main Top Sails,	Warp										
		quality <i>good</i>										

Standing and Running Rigging *Loose & Hemp* sufficient in size and *good* in quality. She has *Two* Long Boats and The Windlass is *Patent* and *good* Capstan and Rudder *Good* Pumps *Good*.
Engine Room Skylights.—How constructed? *of Oak on Iron Caming*. How secured in ordinary weather? *Bolts and nuts*.
What arrangements for deadlights in bad weather? *Gratings and tarpaulins*.
Coal Bunker Openings.—How constructed? *Cast Iron Circular*. How are lids secured? *Bayonet fittings*. Height above deck? *Flush*.
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four scuppers, three wash ports and two spring pipes each side*.
Cargo Hatchways.—How formed? *plates and angles—Caming 30° above deck*.
State size Main Hatch *19.2 x 9.0* Fore hatch *7.0 x 7.0* Quarter hatch *19.2 x 9.0*.
If of extraordinary size, state how framed and secured? *Deep web plate in Main and after hatches*.
What arrangement for shifting beams?
Hatches. If strong and efficient? *yes, solid*.

Order for Special Survey No. <i>140</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Mar. 1, 9, 15, 22, 29; April 4, 9, 13, 17, 23, 27;</i>
Date <i>Mar. 2nd 1883</i>		2nd. On the plating during the process of riveting	<i>May 3, 9, 16, 24, 30; June 2, 9, 13, 20, 28;</i>
Order for Ordinary Survey No. <i>141</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>July 9, 17, 20, 28; Aug. 4, 11, 18, 25;</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Sept. 5, 11, 14, 22, 28; Oct. 5, 13, 1883.</i>
No. <i>19</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the enclosed duplicate of approved midship section of a sister vessel—S.S. "Dungonnell", Belfast Report N^o 2930; and pumping arrangement; in compliance with the Secretary's letters dated April 6 1882, and 26th April 1883, and in general conformity with the Rules. She has a Fore peak tank water Capacity in Tons 64 and After peak tank water Capacity in Tons 8;—tested as required by the Rules.—She has a Forecastle (not enclosed) 27-6; Bridge (not enclosed) 30-0, and a short Raised Quarter deck over Cabin 21 feet long. The workmanship and materials are very good.*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of *30-0* *27-6* *21* 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 ... £ *2* : : is received by me, *J. L.*
Special ... £ *13* : *14* : *19.10.1883*
Certificate *Gratis* : :
(Travelling Expenses, if any, £ —)
Committee's Minute *FRIDAY 26 OCT 1883* 18
Character assigned *100A*
L. L. 18th Nov
James Curpin
Surveyor to Lloyd's Register of British and Foreign Shipping.
Lloyd's Register Foundation
LRF/PUN/BeL52/135R