

IRON SHIP.

3000 Survey held at *Belfast* Date, First Survey *Jan^y 25th* Last Survey *Nov^r 12th 1893* (Received at London Office, 9 NOV 1893)

Iron Screw Steamer *"Jane Clark"*

Under { *712.29* ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Master *Chisholm*

Third, Spar, { *70.41* Depth from upper part of Keel to top of Upper Deck Beams *14.5* Built at *Belfast*

ing Deck. } *15.05* Girth of Half Midship Frame (as per Rule) *26.75* When built *1893* Launched *June 30th*

Deck, or } *11.21* 1st Number *56.5* By whom built *Wattman Clark & Co.*

Qr. Dk. } *29.54* 1st Number, if a 3-Decked Vessel .. deduct 7 feet *-* Owners *Clark & Service*

Touzes } *800.76* Length *206.82* Residence *Glasgow*

Forecastle } *268.32* 2nd Number *11685.33* Port belonging to *Glasgow*

Image } *532.44* Proportions— Breadths to Length.. *7.13* Destined Voyage *Coasting*

Space } *206.82* Depths to Length—Upper Deck to Keel.. *13.56* If Surveyed while Building, Afloat, or in Dry Dock.

ne Room } *206.82* Main Deck ditto *-* *Specially Surveyed while Building*

Tonnage } *206.82*

Beam } *206.82*

as *206.82* BREADTH— Moulded... *29* DEPTH top of Floors to Upper Deck Beams *18.92* Power of Engines ... *96* N^o. of Decks with flat laid *One*

ns of Ship per Register, length, *208* breadth, *29.15* depth, *14.15* *to top of floors*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
depth and thickness ...	<i>4 x 2 1/2</i>	<i>4 x 2 1/2</i>	Flat Keel Plates, breadth and thickness ...	<i>32</i>	<i>9</i>
moulding and thickness...	<i>4 x 2 1/2</i>	<i>4 x 2 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>32</i>	<i>9</i>
POST for Rudder do. do.	<i>4 x 4 1/2</i>	<i>4 x 4 1/2</i>	From Garboard to upper part of Bilges...	<i>2 1/2</i>	<i>17</i>
" for Propeller ...	<i>4 x 4 1/2</i>	<i>4 x 4 1/2</i>	Of d'bling at Bilge, increased thickness, and length applied <i>half</i>	<i>2 1/2</i>	<i>17</i>
of Frames from moulding edge to	<i>22</i>	<i>22</i>	From up. prt of Bilge to l. edge of Sh'rstrake...	<i>8</i>	<i>8</i>
ng edge, all fore and aft ...	<i>22</i>	<i>22</i>	Main Sheerstrake, breadth and thickness.....	<i>40</i>	<i>10</i>
			Of d'bling at Sh'stk. & l. applied <i>3</i>	<i>18</i>	<i>8</i>
Angle Iron, for 2/3 length amidships ...	<i>3 1/2</i>	<i>3 1/2</i>	From Main to Upper or Spar Dk. Sh'rstrake...	<i>32</i>	<i>8</i>
1/2 at each end ...	<i>3 1/2</i>	<i>3 1/2</i>	Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss...	<i>-</i>	<i>-</i>
FRAMES, Angle Iron ...	<i>3</i>	<i>3</i>	Butt Straps to outside plating, breadth & thickness	<i>16 1/2</i>	<i>9 1/2</i>
depth and thickness of Floor Plate	<i>16</i>	<i>16</i>	Lengths of Plating	<i>4 spaces</i>	<i>5 spaces</i>
line for half length amidships ...	<i>16</i>	<i>16</i>	Shifts of Plating, and Stringers	<i>2</i>	<i>2</i>
ickness at the ends of vessel ...	<i>8</i>	<i>8</i>	Gunwale Plate on ends of <i>Awning, Spar, or</i>	<i>35</i>	<i>9</i>
pth at 2/3 the half-bdth. as per Rule ...	<i>32</i>	<i>32</i>	Upper Deck Beams, breadth and thickness...	<i>4 1/2</i>	<i>3 x 4 1/2</i>
ight extended at the Bilges... and <i>2 1/2</i>	<i>32</i>	<i>32</i>	Angle Iron on ditto ...	<i>4 1/2</i>	<i>3 x 4 1/2</i>
Upper, Spar, or Awning Deck	<i>5 1/2</i>	<i>5 1/2</i>	Tie Plates fore and aft, outside Hatchways	<i>-</i>	<i>-</i>
ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>4 1/2</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>-</i>	<i>-</i>
double Angle Iron on Upper edge	<i>4 1/2</i>	<i>4 1/2</i>	Flat of Up., Spar, or Awning Dk. *	<i>Iron 6</i>	<i>Iron 6</i>
space... every frame	<i>4 1/2</i>	<i>4 1/2</i>	How fastened to Beams	<i>-</i>	<i>-</i>
Main, or Middle Deck Hatch	<i>4 1/2</i>	<i>4 1/2</i>	Stringer Plate on ends of Main or Middle Deck	<i>-</i>	<i>-</i>
ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 1/2</i>	<i>4 1/2</i>	Beams, breadth and thickness	<i>-</i>	<i>-</i>
double Angle Iron, on Upper Edge	<i>4 1/2</i>	<i>4 1/2</i>	Is the Stringer Plate attached to the outside plating?	<i>-</i>	<i>-</i>
space... every frame	<i>4 1/2</i>	<i>4 1/2</i>	Angle Irons on ditto, No. ...	<i>-</i>	<i>-</i>
Lower Deck—	<i>-</i>	<i>-</i>	Tie Plates, outside Hatchways ...	<i>-</i>	<i>-</i>
ble Ang. Iron, Plate or Tee Bulb Iron	<i>-</i>	<i>-</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>-</i>	<i>-</i>
ouble Angle Iron on Upper Edge	<i>-</i>	<i>-</i>	Flat of Middle Deck* do. do.	<i>-</i>	<i>-</i>
space... every frame	<i>-</i>	<i>-</i>	How fastened to Beams	<i>-</i>	<i>-</i>
Hold, or Orlop	<i>-</i>	<i>-</i>	Stringer Plates on ends of Lower Deck, Hold or	<i>25</i>	<i>7</i>
ble Ang. Iron, Plate or Tee Bulb Iron	<i>4</i>	<i>4</i>	Orlop Beams <i>in. after hold</i>	<i>25</i>	<i>7</i>
ouble Angle Iron on Upper Edge	<i>4</i>	<i>4</i>	Is the Stringer Plate attached to the outside plating?	<i>yes</i>	<i>As required</i>
space... every frame	<i>4</i>	<i>4</i>	Angle Irons on ditto, No. <i>3</i>	<i>3 1/2</i>	<i>3 1/2</i>
S Centre line, single or double plate,	<i>12</i>	<i>12</i>	Stringer or Tie Plates, outside Hatchways	<i>4 1/2</i>	<i>3 x 4 1/2</i>
or, or Intercoastal, Plates	<i>10</i>	<i>10</i>	Flat of Lower Deck *	<i>-</i>	<i>-</i>
er Plate ...	<i>10</i>	<i>10</i>		<i>-</i>	<i>-</i>
b Plate to Intercoastal Keelson ...	<i>4 1/2</i>	<i>4 1/2</i>	Ceiling betwixt Decks, thickness and material ...	<i>pine battens</i>	<i>-</i>
gle Irons ...	<i>4 1/2</i>	<i>4 1/2</i>	" in hold do. do. ...	<i>2 1/2</i>	<i>2 1/2</i>
ble Angle Iron Side Keelson ...	<i>4 1/2</i>	<i>4 1/2</i>	Main piece of Rudder, diameter at head ...	<i>4 3/4</i>	<i>4 3/4</i>
Intercoastal Plate ...	<i>-</i>	<i>-</i>	do. at heel ...	<i>2 3/4</i>	<i>2 3/4</i>
do. Angle Irons ...	<i>-</i>	<i>-</i>	Can the Rudder be unshipped afloat? <i>yes</i>	<i>-</i>	<i>-</i>
ched to outside plating with angle iron	<i>3</i>	<i>3</i>	Bulkheads No. <i>4</i> No. per Rule <i>4</i>	<i>-</i>	<i>-</i>
ngle Irons ...	<i>4 1/2</i>	<i>4 1/2</i>	" Thickness of <i>5/16</i>	<i>-</i>	<i>-</i>
Bulb Iron... <i>7 for 3/4</i>	<i>4 1/2</i>	<i>4 1/2</i>	" Height up <i>Upper deck</i>	<i>-</i>	<i>-</i>
Intercoastal plates riveted to	<i>4 1/2</i>	<i>4 1/2</i>	" How secured to sides of ship <i>between double frames</i>	<i>-</i>	<i>-</i>
plating for ... length	<i>4 1/2</i>	<i>4 1/2</i>	" Size of Vertical Angle Irons <i>3 x 2 1/2 x 5/16</i> and distance apart <i>30</i> ins.	<i>-</i>	<i>-</i>
TRINGER Angle Irons ...	<i>4 1/2</i>	<i>4 1/2</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>	<i>-</i>	<i>-</i>
roastal plates riveted to plating for	<i>4 1/2</i>	<i>4 1/2</i>		<i>-</i>	<i>-</i>
half length	<i>4 1/2</i>	<i>4 1/2</i>		<i>-</i>	<i>-</i>
TRINGER Angle Irons <i>4 in. sp.</i>	<i>4 1/2</i>	<i>4 1/2</i>		<i>-</i>	<i>-</i>
plates <i>12</i>	<i>4 1/2</i>	<i>4 1/2</i>		<i>-</i>	<i>-</i>
ES extend in one length from <i>Keel</i> to <i>gunwale</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>
RSSED ANGLE IRONS on floors and frames extend <i>from middle line to Bilge stringer</i> and to <i>gunwale</i> alternately	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>
S. Are the various lengths of Plates and Angle Irons properly connected? <i>yes</i> And butts properly shifted? <i>yes</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>

Garboard, double riveted to Keel, with rivets *1* in. diameter, averaging *5* ins. from centre to centre.

ges 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.

ts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.

ts of *Three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

ges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.

ts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.

ges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

ts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *-* length amidships.

ts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *-* length.

adth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*

s of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *4* Crutches, *4* deep floors

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

er's name or trade mark, *Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, Floors & Bulkheads, Tuckton, Malacca, & Co., Tank plates, West-Stockton & Co.*

ve is a correct description.

Signature, *James Surpin* Surveyor's Signature, *James Surpin*

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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. *Schooner rigged as auxiliary to the Steam*

power.
Fore Mast *53.11 x 10" of Pitch pine*
Main - " *51.7 x 10 - - - -*

NUMBER for EQUIPMENT <i>12853</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	120	1 3/4	34.0-0-0	240 x 1 7/8	31 Oct. 83	Bower Anchors	1	14.1.16	18.12.2.0	16 3/4	8 May. 83
	Fore Sails,	120	1 3/4	34.0-0-0	240 x 1 7/8	3 Nov. -		1	10.3.10	18.2.3.4	16 3/4	18 - - -
	Fore Top Sails,	60	1 3/4	20.12.2.0	60 x 1 7/8	6 - - -		1	14.1.0	15.16.3.4	14 1/4	6 Oct. 83
	Fore Topmast Stay Sails,	90	9	22.12.2.0	90 x 9	6 - - -		1	3.0.4			
	Main Sails,	90	9	22.12.2.0	90 x 9	6 - - -		1	3.0.4			
	Main Top Sails,	90	9	22.12.2.0	90 x 9	6 - - -		1	3.0.4			
	and	90	9	22.12.2.0	90 x 9	6 - - -		1	3.0.4			
	quality	90	9	22.12.2.0	90 x 9	6 - - -		1	3.0.4			

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *two* others.

The Windlass is *patent and good* Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *of Teak on Iron Casings* How secured in ordinary weather? *Bolts and Nuts*

What arrangements for deadlights in bad weather? *Solid Covers with bulls eyes*

Coal Bunker Openings.—How constructed? *Chest-iron Circular* How are lids secured? *Bayonet fixings* Height above deck? *12 ins.*

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

Cargo Hatchways.—How formed? *of plates & angles; Cement 24" above deck for 2, and 18" aft*

State size Main Hatch *25.0 x 14.0* Forehatch *13.0 x 11.0* Quarterhatch *20.2 x 14.0*

If of extraordinary size, state how framed and secured? *1 Web plate in Fore hatch, 2 in each of the Main & Aft*

What arrangement for shifting beams? *hatches, and iron fore & afters in all hatches.*

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

Order for Special Survey No. *132* Date *Nov. 21. 82*

Order for Ordinary Survey No. *18* Date *Nov. 21. 82*

No. *18* in builder's yard.

State dates of letters respecting this case *Nov. 7. 1882, and May 15. 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, section of Ballast tank, and pumping plan, in compliance with the Secretary's letters dated as above, and the rules in other respects have been complied with. She is a one decked vessel having a Forecastle 27.0 and a Raised Quarter deck 114.0 long; A double bottom in After hold 43.0 long and water capacity in tons 120; Fore peak tank capacity in tons 63, and after peak tank capacity in tons 20, all tested as required by the Rules.*

The materials used in her construction, and the workmanship are good.

Please return the tracings for 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 *forecastle, 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£ *3* : : : is received by me, *James Curpin*

Special£ *41* : *18* : *6* *17.11.1883*

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

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

TUESDAY 27 NOV 1883

18

Lloyd's Register

Foundation

James Curpin

Surveyor to Lloyd's Register of British and Foreign Shipping

18th (Nov)

27th

22nd

23rd

24th

25th

26th

27th

28th

29th

30th

1st

2nd

3rd

4th

5th

6th

7th

8th

9th

10th

11th