

## IRON SHIP.

(Received at London 8 JAN 1884)

No. 3010 Survey held at Belfast

Date, First Survey April 19<sup>th</sup>Last Survey 4<sup>th</sup> January 1884

On the S.S. River Garry

TONNAGE under Tonnage Deck 1145.64

Ditto of Third, Spar, or Awning Deck. 49.37

Ditto of Poop, or Raised Qr. Dk. 48.56

Ditto of Houses on Deck 20.42

Ditto of Forecastle of Hatchways 32.11

Gross Tonnage 1339.10

Less Crew Space 56.47

Less Engine Room 428.51

Register Tonnage as cut on Beam 860.12

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 16.5

Depth from upper part of Keel to top of Upper Deck Beams 19.43

Girth of Half Midship Frame (as per Rule) 32.72

1st Number 68.95

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 238.3

2nd Number 16430.7

Proportions— Breadths to Length 7.2

Depths to Length—Upper Deck to Keel 12.

Main Deck ditto

Master Jas. Knight

Built at Belfast

When built 1883 Launched Nov 1<sup>st</sup>

By whom built Workman, Clark &amp; Co.

Owners James Little &amp; Co.

Residence Glasgow

Port belonging to Glasgow

Destined Voyage Not fixed

If Surveyed while Building, Afloat, or in Dry Dock.

Specially surveyed while Building

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
on deck as	238.3		Moulded...	33.		top of Floors to Upper Deck Beams	19.43		Engines ...	99	One	Two
per Rule ...						Do. do. Main Deck Beams	18.2					
Dimensions of Ship per Register, length,	240		breadth,	33.2		depth,	18.2					
KEEL, depth and thickness												
STEM, moulding and thickness...												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{3}{4}$ the half-bdth. as per Rule												
" height extended at the Bilges...												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space...												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space...												
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...												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												
The FRAMES extend in one length from Keel to gunwale												
The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale												
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?												
PLATING. Garboard, double riveted to Keel, with rivets $\frac{1}{2}$ in. diameter, averaging $\frac{5}{8}$ ins. from centre to centre.												
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.												
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.												
" Butts of four Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.												
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.												
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.												
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.												
" Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.												
" Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.												
" Breadth of laps of plating in double riveting $6, 5, 4, 2, 4, 2$ Breadth of laps of plating in single riveting												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 4 Crutches, 43 deep floors												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best												
Manufacturer's name or trade mark, Frame, Reverse bars & Beams, Stockton Iron Co.; Floors & Bulkheads, Mossend Iron Co.												
The above is a correct description.												
Builder's Signature, J. Workman												
Surveyor's Signature, James Surpin												
Surveyor to Lloyd's Register of British and Foreign Shipping.												

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

\* If Iron Deck, state.



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 80.0 x 21 diam of P. pine Main - 72.3 x 20 - " - " - "*

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.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
N <sup>o</sup> .	Chain .....	135.2 1/2	1 1/2	61.8.0	2 1/2	1 1/2 31 May 83	Bower Anchors	1	23.2.26	23.13.3	23 1/2	13 June 83
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
	Fore Sails,	134.8 1/2	"	"	"	"		1	23.1.12	23.8.0.4	23 1/2	"
	Fore Top Sails,	45.2	1	27.0.0.0	4 1/2	1 29 " "		1	20.0.16	20.19.1.14	20	"
	Fore Topmast Stay Sails,					D. G. Lewis Supr.						
	Towline, Hemp.	90	10		90 x 10							
	Main Sails,	90	2				Stream Anchor	1	8.2.8	10.5.0.0	8	13 June 83
	Hawser .....	90	6		90 x 8		Kedge ...	1	4.2.11	6.10.0.0	4	"
	Main Top Sails,	2 x 90	4 1/2		90 x 6		2nd Kedge ...	1	2.2.13	4.15.0.0	2	"
	and quality <i>Good</i>	100	3 1/2									

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 *5 hand - Good*  
Engine Room Skylights.—How constructed? *Iron casing 6' 6"* How secured in ordinary weather? *above R<sup>d</sup> 3<sup>d</sup> Deck*  
What arrangements for deadlights in bad weather? *with side lights and Iron shutters with tarpaulins*  
Coal Bunker Openings.—How constructed? *of plates & angles* How are lids secured? *solid hatches* Height above deck? *18 ins.*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 2 wash ports & 1 Spring pipe forward; 3 Scuppers, 3 wash ports and 2 Spring pipes aft each side*  
Cargo Hatchways.—How formed? *of plates and angles* Comings on *W<sup>d</sup> 36 and on R<sup>d</sup> 25 x 20 high*  
State size Main Hatch *22.11 x 12.0* Forehatch *15.3 x 11.0* Quarterhatch *11.3 x 11.0 & 14.2 x 10.0*  
If of extraordinary size, state how framed and secured? *Two web plates in main hatch, one in each of the*  
What arrangement for shifting beams? *other hatches, and fore and afters in all hatches*  
Hatches, If strong and efficient? *Yes, solid*

Special Survey No. <i>138</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>April 19, 26; May 1, 7, 10, 12, 21, 24, 28; June 1, 11, 14, 19, 26; July 4, 10, 17, 23, 30; Aug 7, 16, 20, 24; Sept 3, 11, 14, 20, 21, 26; Oct 2, 8, 16, 18, 23, 27, 30; Nov 1, 5, 9, 12, 14, 21, Dec 3, 6, 13, 17, 21, 28, 1883 &amp; Jan 4<sup>th</sup> 1884</i>
Ordinary Survey No. <i>19</i>		2nd. On the plating during the process of riveting	
		3rd. When the beams were in and fastened, and before the decks were laid...	
		4th. When the ship was complete, and before the plating was finally coated or cemented...	
		5th. After the ship was launched and equipped	
State dates of letters respecting this case		<i>March 16<sup>th</sup>, April 16<sup>th</sup> and May 2<sup>nd</sup> 1883</i>	

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the accompanying approved sketches of Midship and Longitudinal section of sheer strake 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 fore-castle 28.0 Raised quarter deck 105.5, and a Poop 28.0 long; A double bottom in mainhold 51.9 water capacity in tons 120; in the After hold 59.6, water capacity in tons 140; and an After peak tank, Capacity in tons 22; all tested as required by the rules.*

*The materials used in her construction, and the workmanship are good.*  
*The openings over engine and boilers, and the pumps have been satisfactorily completed at Glasgow. J<sup>r</sup> Thomson*

State if one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, fore-castle, raised quarter deck, double bottom, &c. 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 Survey Fee .....£ 4 : : : is received by me, *J<sup>r</sup> Thomson*  
Special .....£ 58 : 9 : 6 19.12.1883  
(to be sent as per margin). Certificate *Gratis*  
(Travelling Expenses, if any, £ - - -)

Committee's Minute  
Character assigned  
FRIDAY 11 JAN 1884  
18  
Lloyd's Register Foundation  
LRF/PUN/BeL52/178R