

# IRON SHIP.

(Received at London) TUESDAY 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 Or. 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	19.73
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 *J. Knight*  
 Built at *Belfast*  
 When built *1883* Launched *Nov 1<sup>st</sup>*  
 By whom built *Workman, Clark & Co.*  
 Owners *James Little & 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 on deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
238.3		33		14.98		99		One	Two
Dimensions of Ship per Register, length, <i>240</i> breadth, <i>33.2</i> depth, <i>18.2</i> to top of floors } <i>Depth moulded 19.54</i>									
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness				
STEM, moulding and thickness	8 1/2 x 2 1/2		8 1/2 x 2 1/2		PLATES in Garboard Strakes, br'dth & thickness				
STERN-POST for Rudder do. do.	8 x 5 1/4		8 x 5 1/4		From Garboard to upper part of Bilges				
" " for Propeller	8 x 5 1/2		8 x 5 1/4		Of d'bling at Bilge, or increased thickness, and length applied				
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23		From up. prt of Bilge to lr. edge of Sh'rstrake				
FRAMES, Angle Iron, for 3/4 length amidships	4 1/2 3 4		4 1/2 3 4		Main Sheerstrake, breadth and thickness				
Do. for 1/2 at each end	4 1/2 3 6		4 1/2 3 6		Of d'bling at Sh'stk. & lng. applied				
REVERSED FRAMES, Angle Iron	3 3 4		3 3 4		From M'n. to Upr. or Spar Dk. Sh'rstrake				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2 x 13.4		2 1/2 x 13.4		Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns				
" thickness at the ends of vessel	10 1/2		10 1/2		Butt Straps to outside plating, breadth & thickness				
" depth at 3/4 the half-bdth. as per Rule	42		42		Lengths of Plating				
" height extended at the Bilges	42		42		Shifts of Plating, and Stringers				
BEAMS, Upper, Spar, or Awning Deck	3 1/2 3 8		3 1/2 3 8		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	angle bulb		angle bulb		Angle Iron on ditto				
Single or double Angle Iron on Upper edge	Every frame		Every frame		Tie Plates fore and aft, outside Hatchways				
Average space	Every frame		Every frame		Diagonal Tie Plates on Beams No. of Pairs				
BEAMS, Main, or Middle Deck	4 1/2 3 8		4 1/2 3 8		Flat of Up., Spar, or Awning Dk.*				
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 Beams, breadth and thickness				
Average space	-		-		Is the Stringer Plate attached to the outside plating?				
BEAMS, Lower Deck	9 9 9		9 9 9		Angle Irons on ditto, No.				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 3 1/2 8		4 3 1/2 8		Tie Plates, outside Hatchways				
Single or double Angle Iron on Upper Edge	Every 10' frame		Every 10' frame		Diagonal Tie Plates on Beams, No. of pairs				
Average space	Every 10' frame		Every 10' frame		Flat of Middle Deck* do. do.				
BEAMS, Hold, or Orlop	-		-		How fastened to Beams				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	-		-		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
Single or double Angle Iron on Upper Edge	-		-		Is the Stringer Plate attached to the outside plating?				
Average space	-		-		Angle Irons on ditto, No.				
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	10 12 16 12		10 12 16 12		Stringer or Tie Plates, outside Hatchways				
" Rider Plate	11 12 10 12		11 12 10 12		Flat of Lower Deck*				
" Bulb Plate to Intercoastal Keelson	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		Ceiling betwixt Decks, thickness and material				
" Angle Irons	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		" in hold do. do.				
" Double Angle Iron Side Keelson	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		Main piece of Rudder, diameter at head				
" Side Intercoastal Plate	-		-		do. at heel				
" do. Angle Irons	3 3 4 3 3 4		3 3 4 3 3 4		Can the Rudder be unshipped afloat?				
" Attached to outside plating with angle iron	3 3 4 3 3 4		3 3 4 3 3 4		Bulkheads No. 5 No. per Rule 4				
BILGE Angle Irons	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		Thickness of				
" do. Bulb Iron	8 for 1/2 8 8 for 1/2 8		8 for 1/2 8 8 for 1/2 8		Height up to upper deck				
" do. Intercoastal plates riveted to plating for length	-		-		How secured to sides of ship				
BILGE STRINGER Angle Irons	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		Size of Vertical Angle Irons				
Intercoastal plates riveted to plating for length	-		-		and distance apart				
SIDE STRINGER Angle Irons	5 3 1/2 9 5 3 1/2 9		5 3 1/2 9 5 3 1/2 9		Are the outside Plates doubled two spaces of Frames in length?				
The FRAMES extend in one length from	Keel to gunwale		Keel to gunwale		Riveted through plates with 3/4 in. Rivets, about 6 apart.				
The REVERSED ANGLE IRONS on floors and frames extend	from middle line to gunwale		from middle line to gunwale		and to 1/2 Dk Spar alternately				
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes		Yes		And butts properly shifted? Yes				
PLATING. Garboard, double riveted to Keel, with rivets	1 1/2 in. diameter, averaging 5/8 ins. from centre to centre.		1 1/2 in. diameter, averaging 5/8 ins. from centre to centre.		Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 3/4 ins. from centre to centre.				
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	1/2 in. diameter, averaging 3/4 ins. from centre to centre.		1/2 in. diameter, averaging 3/4 ins. from centre to centre.		Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 3/4 ins. from centre to centre.				
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	1/2 in. diameter averaging 3/4 ins. from centre to centre.		1/2 in. diameter averaging 3/4 ins. from centre to centre.		Butts of four Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.				
" Butts of four Strakes at Bilge for half length, treble riveted with Butt Straps	1/16 thicker than the plates they connect.		1/16 thicker than the plates they connect.		Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 3/4 ins. from cr. to cr.				
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	1/2 in. diameter, averaging 3/4 ins. from cr. to cr.		1/2 in. diameter, averaging 3/4 ins. from cr. to cr.		Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/2 in. diameter, averaging 3/4 ins. from cr. to cr.				
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	1/2 in. diameter, averaging 3/4 ins. from cr. to cr.		1/2 in. diameter, averaging 3/4 ins. from cr. to cr.		Edges of Main Sheerstrake, double or single riveted.				
" Edges of Main Sheerstrake, double or single riveted.	Upper Sheerstrake, double or single riveted.		Upper Sheerstrake, double or single riveted.		Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.				
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted	length amidships.		length amidships.		Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.				
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for	length.		length.		Breadth of laps of plating in double riveting 6, 5 1/4, 4 1/2 Breadth of laps of plating in single riveting				
" Breadth of laps of plating in double riveting	6, 5 1/4, 4 1/2		6, 5 1/4, 4 1/2		Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 4 Crutches, 43 deep floors				
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	Treble & Double		Treble & Double		What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best				
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best		Best		Manufacturer's name or trade mark, Frames, Reverse bars & Beams, Stockton Iron Co; Floors & Bulkheads, Mossend Iron Co. Shell plates, Stringers and decks West Hartlepool Iron Co.				
Manufacturer's name or trade mark,	Frames, Reverse bars & Beams, Stockton Iron Co; Floors & Bulkheads, Mossend Iron Co. Shell plates, Stringers and decks West Hartlepool Iron Co.		Frames, Reverse bars & Beams, Stockton Iron Co; Floors & Bulkheads, Mossend Iron Co. Shell plates, Stringers and decks West Hartlepool Iron Co.		The above is a correct description.				
The above is a correct description.	-		-		Builder's Signature, J. Workman				
Builder's Signature,	J. Workman		J. Workman		Surveyor's Signature, James Surpin				
Surveyor's Signature,	James Surpin		James Surpin		Surveyor to Lloyd's Register of British and Foreign Shipping.				

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

\* If Iron Deck, state

Form No. 1 for Iron Ship

**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	SAILS.	CABLES, &c.	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.
	Chain		135-2 1/2	1 1/2	61.8.0	2 1/2	31 May 83	Bower Anchors	1	23.2.25	23.13.3	23 1/2	13 June 83
	Fore Sails,	Iron Stream Chain	124-8 1/2	"	"	"	"	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	23.1.12	23.8.0.4	23 1/2	"
	Fore Top Sails,	or Steel Wire	45-2	1	27.0.0.0	4 1/2 x 1 1/2	29 - " - "		1	20.0.15	20.19.1.14	20	"
	Fore Topmast Stay Sails,	or Hempen Strm Cable			18.0.0.0					3.2.25			
	Main Sails,	Towline, Hemp.	90	10		90 x 10							
	Main Top Sails,	or Steel Wire	90	2		90 x 2							
	and	Hawser	90	6		90 x 6							
		Warp	2 x 90	4 1/2		90 x 4 1/2							
		quality	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? *about R<sup>d</sup> B<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> 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.	Ordinary Survey No.	DATE of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
138	88	March 19	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
			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 & Jan 7 <sup>th</sup> 1884.				

**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 main hold 51.9 water capacity in tons 120; in the After hold 59.0, 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. Thomson*

State if one, two, or three decked vessel, or if spar, 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 Entry Fee ..... £ 4 : : : is received by me, *J. Thomson*  
 Special ..... £ 58 : 9 : 6 19.12.1883  
 (to be sent as per margin). Certificate *Gratis*  
 (Travelling Expenses, if any, £ - - - )  
 Committee's Minute **FRIDAY 11 JAN 1884**  
 Character assigned **100 A 1**  
 Signature: *J. Thomson*  
 Signature: *James Curpin*  
 Surveyor to Lloyd's Register of British and Foreign Shipping  
 LRF/PUN/BeL52/178R