

136 Supp.

IRON SHIP.

(Received at London Office)

12 MAY 1884

No. 3047 Survey held at Belfast

Date, First Survey Sept. 26. 83 Last Survey

1884

On the Iron Screw Steamer "Corra Linn"

TONNAGE under Tonnage Deck 708.10
Ditto of Third Space 10.53
Ditto of Raised Qr. Dk. 69.43
Ditto of Houses on Deck 14.33
Ditto of Forecastle 30.70
Gross Tonnage 833.15
Less Crew Space 39.93
Less Engine Room 793.22
Less Engine Room 266.61
Register Tonnage as cut on Beam 526.61

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 14.5
Depth from upper part of Keel to top of Upper Deck Beams 15.25
Girth of Half Midship Frame (as per Rule) 26.75
1st Number 56.5
1st Number, if a 3-Decked Vessel deduct 7 feet -
Length 206.82
2nd Number 1168.33
Proportions— Breadths to Length 7.13
Depths to Length— Upper Deck to Keel 13.56
Main Deck ditto -

Master A. G. Walker
Built at Belfast
When built 1883-4 Launched April 1. 84
By whom built Workman, Clark & Co.
Owners J. & A. Wylie
Residence From
Port belonging to Glasgow
Destined Voyage ?
If Surveyed while Building, Afloat, or in Dry Dock. Specially surveyed while Building

NGTH Feet. Inches. BREADTH— Feet. Inches. DEPTH top of Floors to Upper Deck Beams Feet. Inches. Power of Engines Horse. N° of Decks with flat laid One
r Rule 206.82 Moulded 29. Depth 14.15
Dimensions of Ship per Register, length, 206 breadth, 29.2 depth, 14.15

EL, depth and thickness 7 x 2 1/2
STEM, moulding and thickness 7 x 2 1/2
STERN POST for Rudder do. do. 7 x 4 1/2
" " for Propeller 7 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 22
FRAMES, Angle Iron, for 3/4 length amidships 3 1/2 x 3 6
Do. for 1/4 at each end 3 1/2 x 3 5
REVERSED FRAMES, Angle Iron 3 1/2 x 3 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 x 13 4
" thickness at the ends of vessel 16 x 13 4
" depth at 3/4 the half-bdth. as per Rule 8
" height extended at the Bilges 32
BEAMS, Upper, 5 1/2 x 3 7
Single or double Angle Iron, Plate or Tee Bulb Iron 5 1/2 x 3 7
Single or double Angle Iron, Upper edge 5 1/2 x 3 7
Average space 12
IS, Main, or Middle Deck Hatch 7 x 7
" Angle Iron, on Upper Edge 4 1/2 x 4 8
IS, Lower Deck— 4 1/2 x 4 8
" or double Angle Iron, Plate or Tee Bulb Iron 4 1/2 x 4 8
" or double Angle Iron on Upper Edge 4 1/2 x 4 8
IS, Hold, or Orlop 8 x 8
" or double Angle Iron, Plate or Tee Bulb Iron 8 x 8
" or double Angle Iron on Upper Edge 8 x 8
" or double Angle Iron on Upper Edge 8 x 8
SONS Centre line, single or double plate, 12 x 10
" or Intercoastal, Plates 12 x 10
Rider Plate 10 x 10
Bulb Plate to Intercoastal Keelson 10 x 10
Angle Irons 4 1/2 x 3 7
Double Angle Iron Side Keelson 4 1/2 x 3 7
Side Intercoastal Plate 4 1/2 x 3 7
do. Angle Irons 4 1/2 x 3 7
Attached to outside plating with angle iron 3 x 3 6
E Angle Irons 4 1/2 x 3 7
do. Bulb Iron 7 x 7
do. Intercoastal plates riveted to plating for length 7 x 7
E STRINGER Angle Irons 4 1/2 x 3 7
Intercoastal plates riveted to plating for half length 7 x 7
SIDE STRINGER Angle Irons 4 1/2 x 3 7
The FRAMES extend in one length from Keel to gunwale

Depth moulded 14.11 1/2
Flat Keel Plates, breadth and thickness 30 x 9
PLATES in Garboard Strakes, br'dth & thickness 30 x 9
" From Garboard to upper part of Bilges 30 x 9
" Of d'ble at Bilge, increased thickness, and length applied half 25 x 7
" From up. prt of Bilge to l. edge of Sh'rstrake 8 x 8
" Main Sheerstrake, breadth and thickness 40 x 10
" Of d'ble at Sh'stk. & lng. applied 18 x 8
" Doubling at Bilge for 30 feet 32 x 8
" Up. or Spar Dk Sh'rstrake, br'dth & thck'ns 32 x 8
Butt Straps to outside plating, breadth & thickness 16 x 11
Lengths of Plating 7 spaces
Shifts of Plating, and Stringers 2
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 36 x 9
Angle Iron on ditto 4 1/2 x 3 x 7
Tie Plates fore and aft, outside Hatchways 4 1/2 x 3 x 7
Diagonal Tie Plates on Beams No. of Pairs Iron deck
Flat of Up., Spar, or Awning Dk. 7
How fastened to Beams Iron 6
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 38 x 9
Is the Stringer Plate attached to the outside plating? Yes
Angle Iron on ditto, No. 1 4 1/2 x 3 x 7
Tie Plates, outside Hatchways 4 1/2 x 3 x 7
Diagonal Tie Plates on Beams, No. of pairs Iron 7
Flat of Middle Deck* do. Iron 6
How fastened to Beams Iron 6
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams in after hold. 25 x 7
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 3 13 1/2 x 3 1/2 x 7
Stringer or Tie Plates, outside Hatchways 4 1/2 x 3 x 7
Flat of Lower Deck* 4 1/2 x 3 x 7

Ceiling betwixt Decks, thickness and material pine battens
" in hold do. do. 2 1/2 frames 2 1/2
Main piece of Rudder, diameter at head 4 3/4
do. at heel 4 3/4
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 No. per Rule 4
" Thickness of 5/16
" Height up Upper deck
" How secured to sides of ship between double frames
" Size of Vertical Angle Irons 3 x 2 1/2 x 5/16 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes

167
The FRAMES extend in one length from Keel to gunwale
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Bilge stringer and to gunwale, alternately
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes
TING. 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 30 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 30 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — 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.
Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 Crutches, 4 deep floor
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Best

Manufacturer's name or trade mark, Frames and All Angles Casts from Steel Co; All plates from Iron Works
The above is a correct description.
Builder's Signature, J. Workman, 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

State also Length and Diameter of Lower Masts and Bowsprit *Schooner used as auxiliary to the steam power*

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Long. 13. 11 x 10 of Pith

Imo Inset 43. 11 x 10 of P. 18 n.

Q. 11. 11. 10 of even pine
Q. 11. 4. 12 of even pine

NUMBER for EQUIPMENT		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.
N ^o .	SAILS.	CABLES, &c.										
		Chain	120-4 ¹ / ₂	1 ³ / ₂	51.0.0.0	240 x 18 28 Feb. 84	Bower Anchors	1	17.0.2	18.6.3.14	16 ³ / ₄	5 Feb. 84
		(State Machines where Tested, Date, or No. of Certificate, & Name of Superintendent.)					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,		120	1 ³ / ₂	1.4.4.4	26 " "		1	17.1.9	18.10.2.14	16 ³ / ₄	26 " "
	Fore Top Sails,	Iron Stream Chain	60	7 ³ / ₈	20.12.2.0	60 x 14 13 Dec. 83		1	3.2.2	18.10.2.14	16 ³ / ₄	26 " "
		or Steel Wire ..			13.15.0.0	Wetherston 29 June 84		1	14.1.13	15.19.0.7	14 ¹ / ₄	6 " "
	Fore Topmast Stay Sails,	or Hempen Strm Cable	90	3 ³ / ₄	Steel wire	29 June White 84		1	3.2.7			Wetherston
		Towline, Hemp.	90	3 ³ / ₄	" "	" "		1	5.2.2	7.18.1.21		5 Mar. 84
		or Steel Wire ..	120	12		90 x 9		1	1.0.25			D. G. Lewis Sup
	Main Sails,	Hawser	90	9		90 x 7	Stream Anchor	1	3.0.20	5.14.1.14	5 ¹ / ₂	5 " "
	Main Top Sails,	Warp	90	7		90 x 5	Kedge	1	3.4		2 ³ / ₄	5 " "
	and	quality	90	5			2nd Kedge	1	1.2.19	4.4.1.14	1 ¹ / ₂	5 " "

Standing and Running Rigging *live dumpy* sufficient in size and *good* in quality. She has *one* Life Boat and *two* others.

The Windlass is *Patent & Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *8 Oak on Iron Casings*? How secured in ordinary weather? *Bolts and nuts*

What arrangements for deadlights in bad weather? *6. Galore R. 2. D.K.L. Solid covers with bulls' eyes*

Coal Bunker Openings.—How constructed? *2 Circular cast iron* How are lids secured? *Bayonet fittings* Height above deck? *12 ft. & 15 resp.*

Scunners, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scunners 3 freeing ports and 2 sprin*

Wires forward and 3 Scuppers. 2 Freeing ports and 2 spring pipes aft each side

Cargo Hatchways.—How formed? *Of plates and angles, Comings 24 high forward, 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 main & after*

What arrangement for shifting beams? *hatchways and iron fore and afters in all*

Hatches. If strong and efficient? *Yes solid*

Order for Special Survey No. 148
 Date Aug. 3 1883
 Order for Ordinary Survey No. 7
 Date Aug. 3 1883
 No. 24 in builder's yard.
 State dates of letters respecting this case Nov 7th 1882 and May 13th 1883.

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 } Sep. 26; Oct. 2, 8, 16, 18, 23, 27, 30; Nov. 5, 9, 12.
 2nd. On the plating during the process of riveting } 15, 21, 26; Dec. 3, 6, 11, 18, 20; Jan. 3, 9, 14, 18.
 3rd. When the beams were in and fastened, and before the decks were laid... } 23, 30; Feb. 6, 15, 22; March 1, 6, 17, 21, 26,
 4th. When the ship was complete, and before the plating was finally coated or cemented.. } 28, 31; April 5, 8, X.
 5th. After the ship was launched and equipped }

General Remarks (State quality of workmanship, &c.) This vessel is a duplicate, in most respects, of the S.S. "Jane Clark", Belfast Export No. 3000, she is built in accordance with the accompanying approved sketches of Midship and Longitudinal sections, section of Water Ballast Tank, and pumping plan; in compliance with the Secretary's letter dated as above, and the Rules in other respects have been complied with; she is a one decked vessel having a Forecastle 27 feet long, Bridge 17' 6", and Raised Quarter deck 114 feet, from the fore end of which the Engine & Boiler casing extends for 52' 3", including galley at fore end, and Engineer's rooms - 12' 3" - at after end; an iron house over Cabin 12' 6" x 14' 6"; a double bottom in after hold 33' 0" long, water Capacity in tons 120; Fore peak tank Capacity in tons 63; And after peak tank Capacity in tons 2; all tested as required by the Rules.

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

State if one, ~~two, or three~~ decked vessel, ~~or if spar, or arming decked~~; and the lengths of poop, bridge, forecabin, ~~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 £ 3 : : is received by me,)

Special£ 41: 13: 9.5. 1884

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

(Travelling Expenses, if any, £ —).

Committee's Minute

Chambers, not fixed.

Character assigned

W. H. H. H.

LAF/PUN/BEL52A/68R