

IRON SHIP.

3068 Surveyed at *Belfast* Date, First Survey *July 27th 84* Last Survey *July 9th 1884*
Iron Screw Steamer Lord O'Neill

Under {
 age Deck {
 third, Spar, {
 wing Deck. {
 Poop, or {
 Qr. Dk. {
 Houses {
 Deck {
 Hatchways {
 Forecastle {
 mnage {
 Space {
 ine Room {
 Tonnage {
 on Beam {

2593.32
 157.50
 1.76
 2752.50
 55.20
 2697.30
 880.83
 1816.47

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

Half Breadth (moulded) 19.
 Depth from upper part of Keel to top of Upper Deck Beams 29.33
 Girth of Half Midship Frame (as per Rule) 45.
 1st Number 93.33
 1st Number, if a 3-Decked Vessel .. deduct 7 feet 7.
 Length 26.33
 2nd Number 29352
 Proportions— Breadths to Length... .. 8.94
 Depths to Length—Upper Deck to Keel... .. 11.59
 Main Deck ditto 15.7

Master *C. H. Baskfill*
 Built at *Belfast*
 When built *1883-4* Launched *May 17th*
 By whom built *Harland & Wolff*
 Owners *Rish Shipowners Co. (Lms)*
 Residence *Belfast*
 Port belonging to *Belfast*
 Destined Voyage *Philadelphia via Barrow*
 If Surveyed while Building, Afloat, or in Dry Dock.
Specially surveyed while Building

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid
340		Moulded...	30		Deck Beams	26	22	Engines ...	350	N ^o . of Tiers of Beams
					Do. do. Main Deck Beams					
Dimensions of Ship per Register, length, 340.6 breadth, 38.3 depth, 26.3										
depth and thickness	Side bars	10 x 1 1/2	Side bars	10 x 1 1/2	10 x 3	10 x 3	10 x 3	10 x 3	10 x 3	10 x 3
moulding and thickness		10 x 3		10 x 3	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
POST for Rudder do. do.		11 x 6 1/2		11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
for Propeller		11 x 6 1/2		11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2	11 x 6 1/2
of Frames from moulding edge to		24		24	24	24	24	24	24	24
ding edge, all fore and aft										
ES, Angle Iron, for 2/3 length amidships		5 1/2 3 1/2 8		5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8
for 1/3 at each end		5 1/2 3 1/2 8		5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8	5 1/2 3 1/2 8
RSED FRAMES, Angle Iron		3 1/2 3 1/2 8		3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8	3 1/2 3 1/2 8
RS, depth and thickness of Floor Plate										
id line for half length amidships										
thickness at the ends of vessel										
depth at 2/3 the half-bdth. as per Rule										
height extended at the Bilges										
S, Upper, Spar, or Awning Deck		6 1/2 3 9		6 1/2 3 9	6 1/2 3 9	6 1/2 3 9	6 1/2 3 9	6 1/2 3 9	6 1/2 3 9	6 1/2 3 9
double Ang. Iron, Plate or Tee Bulb Iron										
double Angle Iron on Upper edge		4 4 8		4 4 8	4 4 8	4 4 8	4 4 8	4 4 8	4 4 8	4 4 8
age space		24		24	24	24	24	24	24	24
S, Main, or Middle Deck		9 9 9		9 9 9	9 9 9	9 9 9	9 9 9	9 9 9	9 9 9	9 9 9
double Ang. Iron, Plate or Tee Bulb Iron										
or double Angle Iron, on Upper Edge										
age space		48		48	48	48	48	48	48	48
S, Lower Deck										
double Ang. Iron, Plate or Tee Bulb Iron										
double Angle Iron on Upper Edge										
age space										
S, Hold, or Orlop										
double Ang. Iron, Plate or Tee Bulb Iron										
or double Angle Iron on Upper Edge										
age space										
ONS Centre line, single or double plate										
Intercoastal, Plates		10		10	10	10	10	10	10	10
Rider Plate		9		9	9	9	9	9	9	9
Bulb Plate to Intercoastal Keelson										
Angle Irons		4 4 9		4 4 9	4 4 9	4 4 9	4 4 9	4 4 9	4 4 9	4 4 9
Double Angle Iron Side Keelson										
Side Intercoastal Plates		3 1/2 3 1/2 7		3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7
do. Angle Irons		3 1/2 3 1/2 7		3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7
Attached to outside plating with angle iron		3 1/2 3 1/2 7		3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7	3 1/2 3 1/2 7
Angle Irons to Flange plate		4 4 8		4 4 8	4 4 8	4 4 8	4 4 8	4 4 8	4 4 8	4 4 8
do. Bulb Iron										
Intercoastal plates riveted to										
plating for all the length										
STRINGER Angle Irons		6 1/2 4 9		6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9	6 1/2 4 9
intercoastal plates riveted to plating for										
3 length										
TRINGER Angle Irons										

AMES extend in one length from *Bilge to Bilge, thence to gunwale*
 VERSED ANGLE IRONS on floors and frames extend *from middle line to Flange plate to Mⁿ and to Upper D^{ks} alternately*
 DNS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
 G. Garboard, double riveted to Keel, with rivets *1 1/4* in. diameter, averaging *4 3/4* ins. from centre to centre.
 dges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
 utts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1/2* in. diameter averaging *3 1/2* ins. from centre to centre.
 utts of *All* Strakes at Bilge for *3/4* length, treble riveted with Butt Straps *1/2* thicker than the plates they connect *for 1/2 length, hence 1/2 thicker.*
 dges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1/2* in. diameter, averaging *3 3/4* ins. from cr. to cr.
 utts from Bilge to Main Sheerstrake, worked carvel, *treble* double riveted; with rivets *1/2* in. diameter, averaging *3 1/2* ins. from cr. to cr.
 dges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 utts of Main Sheerstrake, treble riveted for *3/4* length amidships. Butts of Upper *Spar* Sheerstrake, treble riveted *3/4* length amidships.
 utts of Main Stringer Plate, treble riveted for *2/3* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
 readth of laps of plating in double riveting *6 1/2 2 3/4* Breadth of laps of plating in single riveting
 ps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *treble & double* No. of Breasthooks, *4* Crutches, *48* deep floors
 scription of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best.*
 urer's name or trade mark, *James & Co. Belfast; Dorman Long & Co.; Bull's Head; Butterley & Co.; Angle Bull; Hancock & Co.;*
 ove is a correct description. *Deck plating Irish Iron Co.*
 Signature, *James Purpin* Surveyor's Signature, *James Purpin*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*

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 Serial No. of Certificate, & Name of Superintendent.

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 Metal.

State also Length and Diameter of Lower Masts and Bowsprit *Schooner rigged as Auxiliary to Steam Power Co.*

Fore & Main masts of steel 11 1/2 x 10 1/2 extreme by 24" diam. Constructed in three plates in the round 3/2 to 3/2, and three angle irons 3 x 3 x 1/2; as app for Hon. Secy's letter dated 6th Oct. 83. - plates tested at the Manufact

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 Tested & Suprntd.
SAILS.											
Fore Sails,						Bower Anchors	1	38.0.0	34.10.0	38	160
Fore Top Sails,							1	38.0.0	34.11.2.4	38	180
Fore Topmast Stay Sails,							1	32.2.7	30.11.3.4	32 1/2	28
Main Sails,						Stream Anchor	1	11.3.2	13.15.0.0	11 1/2	28
Main Top Sails,						Kedge	1	3.3.3	8.2.3.7	5 1/2	28
and						2nd Kedge	1	2.3.3	5.5.0.0	2 1/2	28
Standing and Running Rigging											
The Windlass is											
Engine Room Skylights.											
What arrangements for deadlights in bad weather?											
Coal Bunker Openings.											
Scuppers, &c.											
Cargo Hatchways.											
State size Main Hatch											
Fore hatch											
Quarter hatch											
If of extraordinary size, state how framed and secured?											
What arrangement for shifting beams?											
Hatches, If strong and efficient?											

Wire hemp sufficient in size and good in quality. She has One Life Boat and three others.

Patent and good Capstan good and Rudder good Pumps good

of Oak on Iron Coming How secured in ordinary weather? Bolts and nuts

Solid covers with bull's eyes.

plates & angles How are lids secured? Solid hatches Height above deck? 2-6 1/2

6 Scuppers each side - of the bilge

Casting all round, except in way of forecabin and bridge.

of plates and angles, Comings 10" above deck.

Two deep web plates in main hatch, one in each

the others, and fore and afters in all.

Yes, solid.

Letters referring to this case. June 4th, July 17th, Sept 15th, 1883.

July 27, Aug. 1, 6, 10, 14, 23, 29, Sept. 4, 11, 19,

28, Oct. 4, 11, 17, 22, 26, Nov. 2, 7, 13, 20, 24, Dec.

2, 12, 19, Jan. 2, 5, 10, 12, 14, 22, 29, Feb. 5, 14, 22,

Mar. 7, 15, 18, 24, 28, Apr. 3, 8, 16, 21, 25, 28, 29,

May 7, 13, 16, 21, 28, June 12, 20, 26, July 9,

15, 22, 29, Aug. 6, 13, 20, 27, Sept. 3, 10, 17, 24, 30,

Oct. 7, 14, 21, 28, Nov. 4, 11, 18, 25, Dec. 2, 9, 16, 23, 30,

1884.

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the accompanying app

tracings, viz. - Midship section, and Longitudinal section showing the

Bulkhead and pumping arrangements; in compliance with the St

-tary's letters, dated as above, and the rules generally have been adhe

to. She is a three decked vessel having a shelter forecabin 32 ft

-unenclosed; a Bridge over Engines & Boilers 64 feet long, upon which stands

Engine room skylight and Chart room; She has a double bottom const

on the Cellular system, 256 feet long, and water capacity in tons 455; a

trimming tank aft, capacity in tons 50; all tested as required

the Rules.

The materials used in her construction, and the workmanship

are very good.

State if one, two, or three decked vessel, and the lengths of poop, bridge, forecabin, raised quarter deck, &c. If double bottom, state particulars on separate

How are the surfaces preserved from oxidation? Inside Cement & paint Outside paint

I am of opinion this Vessel should be Classed + 100 A 1

The amount of the Entry Fee ... £ 5: - - is received by me,

Special ... £ 93: 16: 6 9. 7. 1884

Certificate ...

(Travelling Expenses, if any, £ - -)

Committee's Minute

Character assigned

100 A 1

Lloyd's Register

FRIDAY 11 JULY 1884