

IRON SHIP.

No. **3079** Survey held at **Belfast** Date, First Survey **Nov. 20. 83** Last Survey **Sept. 4. 1884**

On the **Iron Screw Steamer "Lord Lansdowne"**
 Tonnage under Deck **2593.32** **ONE, OR TWO DECKED, THREE DECKED VESSEL,**
 Tonnage on Deck **146.50** **SPAR, OR AWNING DECKED VESSEL.**
 Tonnage of Houses on Deck **12.60**
 Tonnage of Forecastle **2752.50**
 Tonnage of Engine Room **56.15**
 Tonnage as cut on Beam **2696.43**
 Tonnage of Register **1815.60**
 Master **C. H. Baskfill**
 Built at **Belfast**
 When built **1884** Launched **July 26. 84**
 By whom built **Harland & Wolff**
 Owners **Irish Shipowners (Limited)**
 Residence **Belfast**
 Port belonging to **Belfast**
 Destined Voyage **New Orleans**
 If Surveyed while Building, Afloat, or in Dry Dock.
 Specially surveyed while Building

LENGTH	BREADTH	DEPTH	Power of Engines	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule 340	Moulded 30	top of Deck Beams 20 Do. do. Main Deck Beams 22	360	Two	Three
Dimensions of Ship per Register, length, 340.5 breadth, 30.3 depth, 26.1					
KEEL, depth and thickness Side bars 10 x 1 1/2					
TERN, moulding and thickness 10 x 3					
TERN-POST for Rudder do. do. 11 x 6 1/2					
" " for Propeller 11 x 6 1/2					
Distance of Frames from moulding edge to moulding edge, all fore and aft 24					
BEAMS, Angle Iron, for 1/2 length amidships 5 1/2 x 3 1/2					
Do. for 1/4 at each end 5 1/2 x 3 1/2					
EVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2					
FLOOR, depth and thickness of Floor Plate at mid line for half length amidships 7					
" thickness at the ends of vessel 7					
" depth at 1/4 the half-bdth. as per Rule 7					
" height extended at the Bilges 7					
BEAMS, Upper, Spar, or Awning Deck 6 1/2 x 3 1/2					
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 x 3 1/2					
Angle or double Angle Iron on Upper edge 9 x 3 1/2					
Average space 24					
BEAMS, Main, or Middle Deck 9 x 3 1/2					
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 x 3 1/2					
Angle or double Angle Iron on Upper Edge 9 x 3 1/2					
Average space 40					
BEAMS, Lower Deck 10 x 3 1/2					
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 10 x 3 1/2					
Angle or double Angle Iron on Upper Edge 10 x 3 1/2					
Average space 40					
BEAMS, Hold, or Orlop 10 x 3 1/2					
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 10 x 3 1/2					
Angle or double Angle Iron on Upper Edge 10 x 3 1/2					
Average space 40					
KEELSONS Centre line, single or double plate, 10					
" Intercoastal, Plates 10					
" Rider Plate 4 x 4					
" Bulb Plate to Intercoastal Keelson 4 x 4					
" Angle Irons 4 x 4					
" Double Angle Iron Side Keelson 4 x 4					
" Side Intercoastal Plate 4 x 4					
" do. Angle Irons 4 x 4					
" Attached to outside plating with angle iron 4 x 4					
" do. Bulb Iron 4 x 4					
" Flange Intercoastal plates riveted to plating for all the length 4 x 4					
" LARGE STRINGER Angle Irons 6 1/2 x 4					
" Intercoastal plates riveted to plating for 1/2 length 9					
" DE STRINGER Angle Irons 6 1/2 x 4					
" Intercoastal plates riveted to plating for 1/2 length 9					
" FRAMES extend in one length from Bilge to Bilge 7					
" REVERSED ANGLE IRONS on floors and frames extend from middle line to 7					
" KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes					
" PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 4 1/2 ins. from centre to centre.					
" Edges 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.					
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.					
" Butts of all Strakes 3/4 length, treble riveted with Butt Straps 7/8 thicker than the plates they connect, for 1/2 length, hence 1 1/4 thicker					
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.					
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.					
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted, with 1" rivets					
" Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.					
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.					
" Breadth of laps of plating in double riveting 6 1/2 & 5 1/4 Breadth of laps of plating in single riveting 6 1/2					
" Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 2 No. of Breasthooks, 4 Crutches, 4 & deep floors					
" description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. ? Best					
" manufacturer's name or trade mark, James & Co. Dorman Long & Co.; Beams, Buttery & Co.; Stockton Mall, Iron Co.;					
" above is a correct description. Stockton Mall, S. C.; Cellular Bottom, Bowersfield, Iron Co.					
" Surveyor's Signature, Harland & Wolff					
" Surveyor's Signature, James Currier					

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? *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 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 steam power*
Fore and main masts of Reel 111 and 105. Extreme by 24 ins diam 22. Constructed with three plates in the round 32 to 32, and three angle irons 3 x 3 x 1/2, as approved for S.S. "Horn Head" by Secretary's letter dated 6th October 1883. All plates tested at the Manufactory.

NUMBER for EQUIPMENT <i>34905</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprtd.
SAILS.												
CABLES, &c.												
N ^o .	Chain	150 1/2	2	100.16.0.0	300 x 2	18 June 84	Bower Anchors	1	38.0.0	34.11.2.0	38	18 June 84
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	150	2	100.16.0.0	300 x 2	18 June 84	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	38.0.0	34.11.2.0	38	18 June 84
Fore Top Sails,	Iron Stream Chain	90	4 1/2	39.0.0.0	90 x 1 1/2	18 July 84	Stream Anchor	1	11.2.0	13.7.2.0	11 1/2	18 June 84
Fore Topmast Stay Sails,	or Steel Wire ..	150	4	33.0.0.0	120 x 12	18 July 84	Kedge	1	7.3.0	8.2.0.0	5 3/4	18 June 84
	or Hempen Strm Cable	150	4	33.0.0.0	120 x 12	18 July 84	2nd Kedge	1	2.3.0	5.6.2.0	2 3/4	18 June 84
Main Sails,	Towline, Hemp.	150	4	33.0.0.0	120 x 12	18 July 84						
Main Top Sails,	or Steel Wire ..	150	4	33.0.0.0	120 x 12	18 July 84						
and	Hawser	150	4	33.0.0.0	120 x 12	18 July 84						
	Warp	150	4	33.0.0.0	120 x 12	18 July 84						
	quality	Good	3 x 1/2	4 1/2								

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

The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *of Oak on iron comings* How secured in ordinary weather? *Bolts and nuts*

What arrangements for deadlights in bad weather? *Solid covers with bulls eyes* Height above deck? *2. 6. 2 i.*

Coal Bunker Openings.—How constructed? *plates and angles* How are lids secured? *Solid hatches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Six Scuppers each side - Open railing all round, except in way of Forecastle and Bridge.*

Cargo Hatchways.—How formed? *of plates and angles comings 18" above deck*

State size Main Hatch *23. 6 x 11. 0* Fore hatch *19. 6 x 10. 0* Quarter hatch *19. 6 x 11. 0 and 19. 6 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? *others, and fore and afters in all.*

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

Order for Special Survey No. <i>40</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Nov. 20. Dec. 3, 8, 12, 19; Jan. 2, 5, 10, 17, 22, 29; Feb.</i>
Date <i>June 11. 83</i>	2nd. On the plating during the process of riveting	<i>14, 21, 27; Mar 7, 15, 18, 24, 28; April 3, 8, 16, 21, 28.</i>
Order for Ordinary Survey No. <i>—</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>28, 29; May 7, 13, 16, 21, 28; June 3, 9, 12, 20, 27.</i>
Date <i>—</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>July 4, 9, 17, 25, 31; Aug 8, 16, 23, 27; Sep. 3 & 4. 1884.</i>
No. <i>170</i> in builder's yard.	5th. After the ship was launched and equipped	

State dates of letters respecting this case *June 4th, July 17th and Sept. 15th 1883.*

General Remarks (State quality of workmanship, &c.) *This is a sister vessel to the S.S. Lord O'Neill, Belfast Repar No. 3068 - built in accordance with the approved tracings, which accompanied that report; in compliance with the Secretary's letters, dated as above, and the rules generally have been adhered to. She is a three decked vessel, having a shelter forecastle unenclosed 52 ft Bridge over Engines & Boilers 64 ft long, upon which stands the Engine room skylight and Chart room; she has a double bottom, constructed on the Cellular system 256 feet long, and water capacity in tons 455, and a Trimming tank aft, capacity in tons 50, all tested as required by the rules.*

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

State if *one, two, or three* decked vessel, *or if open, or running decked*; and the lengths of *64* bridge, *52* forecastle, *52* unenclosed 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£ *5* : : : is received by me, *J. H. J.*

Special£ *93* : *16* : *6* *5.9. 1884*

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

(Travelling Expenses, if any, £).

Committee's Minute

Character assigned

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.

W. H. J.