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IRON SHIP.

(Received at London Office,

3158
ONDAY 24 AUGUST 1885

No. 3158 Survey held at Belfast

Date, First Survey Nov 14th 84

Last Survey August 22nd 1885

On the Iron Screw Steamer "Lady Arthur Hill"

TONNAGE under Tonnage Deck	246.93
Vitto of Third, Spar, or Awning Deck	13.10
Vitto of Propeller Raised Or. Dk.	4.04
Vitto of House on Deck	2.86
Vitto of Forecastle	4.30
Less Tonnage	241.23
Less Crew Space	30.61
Less Engine Room	112.72
Register Tonnage as cut on Beam	127.90

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

Half Breadth (moulded)	11.5
Depth from upper part of Keel to top of Upper Deck Beams	12.16
Girth of Half Midship Frames (as per Rule)	21.2
1st Number	44.86
1st Number, if a 3-Decked Vessel deduct 7 feet	
Length	149
2nd Number	6684.14
Proportions— Breadths to Length	6.48
Depths to Length— Upper Deck to Keel	12.25
Main Deck ditto	

Master	D. Dove
Built at	Belfast
When built	1885
Launched	June 29 th
By whom built	MacArthur Lewis & Co.
Owners	East Downshire Steamship Co.
Residence	Dundrum Co. Dub.
Port belonging to	Belfast
Destined Voyage	Coasting
If Surveyed while Building, Afloat, or in Dry Dock.	Specially surveyed while Building

LENGTH on deck as per Rule	149	Feet. Inches.	BREADTH Moulded	23	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	10	Feet. Inches.	Power of Engines	56	Horse.	Nº. of Decks with flat laid	One	Nº. of Tiers of Beams	One
Dimensions of Ship per Register, length, 150.5 breadth, 23.15 depth, 10.65															

KEEL, depth and thickness	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2
STEM, moulding and thickness	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2	4 x 1 1/2
STERN-POST for Rudder do. do.	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
" " for Propeller	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 2/3 length amidships	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Do. for 1/3 at each end	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
REVERSED FRAMES, Angle Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" thickness at the ends of vessel	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" depth at 2/3 the half-bdth. as per Rule	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
" height extended at the Bilges	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
BEAMS, Upper, Spar, or Awning Deck	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Single or double Angle Iron on Upper edge	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Main, or Middle Deck	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Single, or double Angle Iron, on Upper Edge	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Lower Deck	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Single or double Angle Iron on Upper Edge	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Hold, or Orlop	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Single or double Angle Iron on Upper Edge	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
KEELSONS Centre line, single or double plate, beam or intercostal, Plates	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
" Rider Plate	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
" Bulb Plate to Intercostal Keelson	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
" Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" Double Angle Iron Side Keelson	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" Side Intercostal Plate	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
" do. Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" Attached to outside plating with angle iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
ILGE Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" do. Bulb Iron	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4	6 for 3/4
" do. Intercostal plates riveted to plating for length	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ILGE STRINGER Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" do. Intercostal plates riveted to plating for length	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
DE STRINGER Angle Irons	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

FRAMES extend in one length from Keel to Gunwale															
REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper Bilge and to Gunwale alternately															
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes														
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 1/2 ins. from centre to centre.															
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 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 All Strakes at Bilge for 4/5 length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.															
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 3/4 in. diameter, averaging 3 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.															
Butts of Main Sheerstrake, treble riveted for 4/5 length amidships.															
Butts of Main Stringer Plate, treble riveted for 4/5 length amidships.															
Breadth of laps of plating in double riveting 4 1/2															
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double															
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 & Stringer angles, Kirk Bros.; Beams & Keelson angles, S. Stockton & Co. All plating, Lloyd's Register															
The above is a correct description.															
Der's Signature, MacArthur Lewis & Co. Lt.															
Surveyor's Signature, James Turpin															
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*

Masts, Bowsprit, Yards, &c., are *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings
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 Material
and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

*Three pole masts of P. Pine, with triangular sails, as auxiliary to
Steam power. The Mast-heel to truck 66' 6" x 14'; Main Mast d' 67' 6" x 14'
and Mizzen Mast d' 44' 0" x 11' 0"*

NUMBER for EQUIPMENT <i>4352</i>		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS.	CABLES, &c.					Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Sails,	Chain										
	Fore Top Sails,	Iron Stream Chain										
	Fore Topmast Stay Sails,	or Steel Wire ..										
	Main Sails,	or Hempen Strm }										
	Main Top Sails,	Cable										
	and	Towline, Hemp.										
		or Steel Wire ..										
		Hawser										
		Warp										
		quality <i>Good</i>										

Standing and Running Rigging *Iron & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *a dingy*
The Windlass is *Patent & good* Capstan *—* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *of 1/2" above Engine casing* How secured in ordinary weather? *Bolts and nuts*

Coal Bunker Openings. How constructed? *Cast iron Circular* How are lids secured? *Bayonet fittings* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Scuppers, 4 Firing ports, and 2 Spring pipes each side*

Cargo Hatchways. How formed? *of plates and angles. — Comings 24 inches high.*

State size Main Hatch *14' 0" x 8' 0"* Forehatch *19' 3" x 8' 0"* Quarterhatch *None*

If of extraordinary size, state how framed and secured? *2 web plates in Main hatch, 1 in Fore hatch and fore and afters in both hatches.*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Yes solid*

Order for Special Survey No. *196* Date *Sept 26 84*
Order for Ordinary Survey No. *—* Date *—*
No. *24* in builder's yard
State dates of letters respecting this case *October 25th 1884 and May 13th 1885.*

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the accompanying approved tracings of Midship Section and pumping arrangement, in compliance with the Secret Letters, dated as above, and in general conformity with the Rules, not in excess. She has an enclosed Forecastle 26' 0", Raised 2' 0" 2' 2" and a Chart room amidships, with Bridge over, a fore peak tank water capacity in tons 28' 2; and an after peak tank, water capacity in 4. The materials used in her construction, and the construction ship are very 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)

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£ *2* : : : is received by me, *James Curpin*

Special£ *13* : *11* : : *22.8. 1885*

(to be sent as per margin). Certificate *Prota* :
(Travelling Expenses, if any, £ : : :)

Committee's Minute *TUESDAY 25 AUGUST 1885*

Character assigned *100 A 1*

James Curpin
Surveyor to Lloyd's Register of British and Foreign Ships

100 A 1
17 8 85
Lloyd's Register Foundation