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IRON SHIP.

(Received at London Office,

ONDAY 24 AUGUST 1885

No. 3158 Survey held at Belfast Date, First Survey Nov 14 84 Last Survey August 22 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 Houses on Deck } 2.86

Vitto of Forecastle } 4.30

Gross Tonnage } 271.23

Less Crew Space } 30.61

Less Engine Room } 112.72

Register Tonnage as out 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

By whom built MacSwaine Lewis & Co.

Owners Last Downshire Steam Ship 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 **BREADTH** Moulded ... 23 **DEPTH** top of Floors to Upper Deck Beams ... 10 **Power of Engines** ... 50 **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 Depth moulded 11.8

	Inches in Ship	Inches per Rule						
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
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
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
" " 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
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES , Angle Iron, for 2/3 length amidships	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
Do. for 1/2 at each end	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
REVERSED FRAMES , Angle Iron	2 2 6	2 2 6	2 2 6	2 2 6	2 2 6	2 2 6	2 2 6	2 2 6
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
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
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
height extended at the Bilges	30	30	30	30	30	30	30	30
BEAMS , Upper, Spar, or Awning Deck	6	6	6	6	6	6	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Single or double Angle Iron on Upper edge	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
BEAMS , Main, or Middle Deck	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Single, or double Angle Iron, on Upper Edge	42	42	42	42	42	42	42	42
Average space	42	42	42	42	42	42	42	42
BEAMS , Lower Deck								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
BEAMS , Hold, or Orlop								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
KEELSONS Centre line, single or double plate, beam or intercostal, Plates			7	7				
Rider Plate								
Bulb Plate to Intercostal Keelson	7	7	3	3	8	8	3	3
Angle Irons	3	3	3	3	6	6	3	3
Double Angle Iron Side Keelson	3	3	3	3	6	6	3	3
Side Intercostal Plate			4	4				
do. Angle Irons								
Attached to outside plating with angle iron								
BILGE Angle Irons	3	3	3	3	6	6	3	3
do. Bulb Iron	6	6	6	6	6	6	6	6
do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	3	3	3	3	6	6	3	3
Intercostal plates riveted to plating for length	6	6	6	6	6	6	6	6
DE STRINGER Angle Irons								

FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

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 And butts properly shifted? 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 clencher, 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 1/16 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 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. **Upper Sheerstrake**, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 4/5 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

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 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, 3 Crutches, 38 deep floors

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.

Owner's Signature, MacSwaine Lewis & Co. Ld. 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 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 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'-0" x 14"; Main Mast d. 67'-0" x 14" and Mizzen Mast d. 44'-0" x 11'-0"

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.					
								N ^o .	Weight Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.		
	Fore Sails,	Chain	90-2	1	25 tons	165 x 1	Op. 27-8	Bower Anchors	1	4.2.0	9.13.3.0	4 1/4	May 1
	Fore Top Sails,	Iron Stream Chain	45-1/2	1	"	45 x 1 1/2	May 1	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	4.1.7	9.11.2.7	4 1/4	"
	Fore Topmast Stay Sails,	or Steel Wire .. or Hempen Strm } Cable	45-4 1/2	1/2	11 1/2	45 x 1 1/2	Op. 27-8						
	Main Sails,	Towline, Hemp. or Steel Wire ..	90	5 1/2	"	90 x 5 1/2	Op. 27-8	Stream Anchor	1	2.6.7	4.17.2.0	2 1/4	May 1
	Main Top Sails, and	Hawser						Kedge	1	1.0.0	-	1	
		Warp						2nd Kedge					
		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 10" above Engine casing* How secured in ordinary weather? *Bolts and nuts*
 What arrangements for deadlights in bad weather? *Solid top with bulls eyes*
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.
 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 *Jan. 14, Dec. 1, 11, 19; Jan 2, 7, 13, 20, 26, 31*
 2nd. On the plating during the process of riveting *Feb. 9, 16, 24; Mar 2, 12, 26; April 2, 13, 18, 22; May 1, 8, 14, 22, 28; June 5, 12, 19, 26; July 2, 7, 16, 21, 24, 31; Aug 6, 13, 17, 18*
 3rd. When the beams were in and fastened, and before the decks were laid...
 4th. When the ship was complete, and before the plating was finally coated or cemented..
 5th. After the ship was launched and equipped
 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 D. 2'-0" 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 tons 4. The materials used in her construction, and the construction of the ship are very good.*

State if one, two, or three-decked vessel, or if spar, or arwing-decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate sheet.)
 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 *Grates* :
 (Travelling Expenses, if any, £).
 Committee's Minute *TUESDAY 25 AUGUST 1885* 18
 Character assigned *100 A 1*
James Curpin
 Surveyor to Lloyd's Register of British and Foreign Ships

The Surveyors are requested not to write on or below the space for Committee's Minute.