

IRON SHIP.

(Received at Lloyd's Office, SAT. 6. JAN. 1883)

No. 3198 Survey held at *Belfast*Date, First Survey 15th January Last Survey not yet complete 1886On the *Iron Sailing Bark "Edward Pirey"*

TONNAGE under Tonnage Deck *833* ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Ditto of Third, Spar, or Awaiting Deck. *15.5* Half Breadth (moulded)

Ditto of Poop, or Raised Qr. Dk. *22.96* Depth from upper part of Keel to top of Upper Deck Beams

Ditto of Houses on Deck *33.83* Girth of Half Midship Frame (as per Rule)

Ditto of Forecastle *72.29* 1st Number

Gross Tonnage *896* 1st Number, if a 3-Decked Vessel .. deduct 7 feet

Less Crew Space *180* Length

Less Engine Room *130.11* 2nd Number

Register Tonnage *862* Proportions— Breadths to Length

as cut on Beam *7.86* Depths to Length— Upper Deck to Keel

Main Deck ditto

Master *J. Patry*

Built at *Berkeleyhead*

When built *1860* or *1861* Launched *6th* or *1861*

By whom built *J. David Jones & Co.*

Owners *A. Blaney*

Residence *Belfast*

Port belonging to *Liverpool*

Destined Voyage *Sidney*

If Surveyed while Building, Afloat, or in Dry Dock. *Afloat in the Clarence Dock, Liverpool*

LENGTH on deck as per Rule *130* Feet. Inches. *0* BREADTH— Moulded .. *31* Feet. Inches. *0* DEPTH top of Floors to Upper Deck Beams .. *21* Feet. Inches. *7* Power of Engines

N^o. of Decks with flat laid N^o. of Tiers of Beams

Dimensions of Ship per Register, length, *133.7* breadth, *31* depth, *20.9* moulded *22.15*

KEEL, depth and thickness *9 x 3* *8 x 2 1/2*

STEM, moulding and thickness *8 x 3* *7 x 2 1/2*

STERN-POST for Rudder do. do. *8 x 3* *7 x 2 1/2*

" " for Propeller *18* *21*

Distance of Frames from moulding edge to moulding edge, all fore and aft

FRAMES, Angle Iron, for 1/2 length amidships *5* *3* *8* *4 1/2* *3* *7*

Do. for 1/4 at each end *5* *3* *7* *4 1/2* *3* *7*

REVERSED FRAMES, Angle Iron *3* *3* *7* *3* *3* *7*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *22* *10* *2 1/2* *9*

" thickness at the ends of vessel *11* *9* *1 1/2* *7*

" depth at 1/2 the half-birth, as per Rule *11* *9* *1 1/2* *7*

" height extended at the Bilges *11* *9* *1 1/2* *7*

BEAMS, Upper, Spar, or Awaiting Deck Single or double Angle Iron, Plate or Tee Bulb Iron *3* *3* *7* *3* *3* *6*

Average space *36* *42*

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron *3* *3* *7* *3* *3* *6*

Average space *36* *42*

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron *3* *3* *7* *3* *3* *6*

Average space *36* *42*

KEELSONS Centre line, single or double plate, box, or intercostal, Plates *14* *12* *10* *10*

Rider Plate *none fitted* *9 1/2* *10*

Bulb Plate to Intercostal Keelson *0* *11* *8* *10 1/2* *12 1/2* *7*

Angle Irons *none fitted* *10 1/2* *12 1/2* *7*

Double Angle Iron Side Keelson *none fitted* *10 1/2* *12 1/2* *7*

Side Intercostal Plate *none fitted* *10 1/2* *12 1/2* *7*

do. Angle Irons *none fitted* *10 1/2* *12 1/2* *7*

Attached to outside plating with angle iron *5* *4* *8* *10 1/2* *12 1/2* *7*

BILGE Angle Irons *5* *4* *8* *10 1/2* *12 1/2* *7*

do. Bulb Iron *5* *4* *8* *10 1/2* *12 1/2* *7*

do. Intercostal plates riveted to plating for length *5* *4* *8* *10 1/2* *12 1/2* *7*

BILGE STRINGER Angle Irons *5* *4* *8* *10 1/2* *12 1/2* *7*

Intercostal plates riveted to plating for length *5* *4* *8* *10 1/2* *12 1/2* *7*

SIDE STRINGER Angle Irons *none fitted* *10 1/2* *12 1/2* *7*

The FRAMES extend in one length from *middle line* to *upper deck*

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Upper* and to *Lower* 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 *1 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 1/2* 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 Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double 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 length amidships. Butts of Upper or Spar Sheerstrake, double riveted *double* length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *whole* length.

Breadth of laps of plating in double riveting *3 1/2* * Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *double* No. of Breasthooks, *three* Crutches, *two*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Apparently of good quality*

Manufacturer's name or trade mark, *Could not be ascertained* * Would riveting of Landings & Butts of Rigging

The above is a correct description.

Surveyor's Signature, *James Chalmers* Surveyor to Lloyd's Register of British and Foreign Ships

Builder's Signature,

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

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Solid

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

no

Masts, Bowsprit, Yards, &c., are now in good & efficient 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

Length of fore lower mast 74' 0" dia 28" plates 1/8"
Length of main lower mast 75' 6" dia 30" plates 7/16" Main lower mast 68' 0" dia 24" plates 3/8"
all with 3 plates in circumference. Fore & main lower yards 69 ft long 18" dia 1 3/16" plates
Bowsprit 32 ft 10" long 24" dia 1 3/16" plates two in circumference all of Iron

NUMBER for EQUIPMENT 13091

SAILS.

Fore Sails,

Fore Top Sails,

Fore Topmast

Stay Sails,

Main Sails,

Main Top Sails,

and

CABLES, &c.

Chain

Iron Stream Chain

or Steel Wire

or Hempen Strm

Cable

Towline, Hemp.

or Steel Wire

Hawser

Warp

quality good

Fathoms.

Inches.

Test per Certificate.

Inches per Rule.

Machine where Tested & Suprntd.

ANCHORS.

No.

Weight.

Ex. Stock.

Test per Certificate

W'ght req'd per Rule.

Machng when Tested & Suprntd.

Bower Anchors

(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)

Stream Anchor

Kedge

2nd Kedge

Fore Sails,	Chain	270	1 1/2	7/16	270-1 1/2									
Fore Top Sails,	Iron Stream Chain	75	1	1 1/2										
Fore Topmast	or Steel Wire													
Stay Sails,	or Hempen Strm													
	Cable													
Main Sails,	Towline, Hemp.	90	11	10"										
Main Top Sails,	or Steel Wire													
and	Hawser	90	8	8										
	Warp	120	5 1/2	5										
	quality good													

Standing and Running Rigging Two years old, sufficient in size and good in quality. She has One Long Boat and one pinnace on cut.

The Windlass is in first class Capstan good and Rudder good Pumps good and efficient

Engine Room Skylights.—How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? there are three clearing ports fitted with hinged doors 24" x 19" and four scuppers on each side of vessel.

Cargo Hatchways.—How formed? by solid teak coamings 11" x 5" above deck bolted to iron beams

State size Main Hatch 14-0 x 9-0" Forehatch 5-9 x 5-6" Quarterhatch 5-9 x 5-6"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Main hatch has two portable beams, bolted to carlings

Hatches, If strong and efficient? Solid made of two 12 x 24" V-12 gals bolted together.

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 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
- 2nd. On the plating during the process of riveting
- 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

March 1st 1886

The vessel was visited on the 15th Jan 1886, and subsequent dates, and is now completing an extensive overhaul for her sixth Periodical Survey in A1 class. A report of which will follow in the usual way, when the Survey is complete.

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

At the Request of Owner the undersigned have examined this vessel with a view to her Classification in Lloyd's Register. She is now in a first class condition the plating and iron work generally showing very little deterioration. And all recommendations for renewals or repairs have been done in a satisfactory manner, nor have any indications of structural weakness been discovered in any part of the vessel.

Comparing the vessel with present rules, the principal deficiencies are in the riveting of butts of sheer strake stringer 4" being double instead of triple, and in not having a side keelson a hold stringer and a rider plate to centre keelson fitted. The principal excesses are in the frames & spacing, the floors, the shell plating, keelson angles, bilge keelson bulb, the C.P. centre keelson and the main & lower deck beams, and we are of opinion that these excesses will fully compensate for the slight deficiencies above.

State if one, two, or three decked vessel, or if spar, or awning 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 to top of floors remainder paint Outside Paint

I am of opinion this Vessel should be Classed

100 A1

The amount of the Entry Fee

.....£

is received by me,

Special

.....£

18

James Maxton.

Surveyor to Lloyd's Register of British and Foreign Shipping.

be sent as per margin). Certificate ...

Travelling Expenses, if any, £

TUESDAY 23 MARCH 1886

18

Committee's Minute

Character assigned

100 A1

S.S. No 3-86

Lloyd's Register Foundation