

IRON SHIP.

(Received at London Office) 3240 AUGUST 1886

No. 3240 Survey held at Belfast Date, First Survey Jan 25th 86 Last Survey Aug 2nd 1886

On the Iron Barge "Swansea"

Tonnage under Tonnage Deck 1675.7
 Ditto of Third, Spar, or Awning Deck 106.44
 Ditto of Poop, or Raised Or. Dh. 39.74
 Ditto of Houses on Deck 1821.88
 Ditto of Forecasts 55.81
 Gross Tonnage 1821.88
 Less Crew Space 55.81
 Less Engine Room 1766.07
 Register Tonnage as cut on Beam 1766.07

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 25.5
 Girth of Half Midship Frame (as per Rule) 39.1
 1st Number 83.6
 1st Number, if a 3-Decked Vessel .. deduct 7 feet 76.6
 Length 254.5
 2nd Number 21276
 Proportions— Breadths to Length 6.69
 Depths to Length— Upper Deck to Keel 9.98
 Main Deck ditto 9.98

Master Thomas Brown
 Built at Belfast
 When built 1886 Launched June 22nd
 By whom built Claydon & Wolff
 Owners W. J. Myers & Sons
 Residence Liverpool
 Port belonging to Liverpool
 Destined Voyage Melbourne via Liverpool
 If Surveyed while Building, Afloat, or in Dry Dock. Specially surveyed while Building

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams	
on deck as per Rule	254	6	Moulded	38		top of Floors to Upper Deck Beams	23	5 1/2	Engines		2	2	
Dimensions of Ship per Register, length <u>268.6</u> breadth <u>38.2</u> depth <u>23.35</u> Depth moulded <u>25-1</u>													
KEEL, depth and thickness	9	2 1/2	Inches in Ship	9	2 1/2	Inches per Rule	9	2 1/2	Flat Keel Plates, breadth and thickness	36	12	36	12
STEM, moulding and thickness	9	2 1/2	Inches in Ship	9	2 1/2	Inches per Rule	9	2 1/2	PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12
STERN-POST for Rudder do. do.	9	2 1/2	Inches in Ship	9	2 1/2	Inches per Rule	9	2 1/2	" From Garboard to upper part of Bilges	10-11	10-11	10-11	10-11
" for Propeller	24		Inches in Ship	24		Inches per Rule	24		" Of d'bling at Bilge or increased thickness, and length applied	30	16	30	16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		Inches in Ship	24		Inches per Rule	24		" From up. prt of Bilge to l. edge of Sh'rstrake	10-11	10-11	10-11	10-11
FRAMES, Angle Iron, for 1/2 length amidships	5	3 1/2	Inches in Ship	5	3 1/2	Inches per Rule	5	3 1/2	" Main Sheerstrake, breadth and thickness	40	13	40	13
Do. for 1/2 at each end	5	3 1/2	Inches in Ship	5	3 1/2	Inches per Rule	5	3 1/2	" Of d'bling at Sh'stk. & lng. applied				
REVERSED FRAMES, Angle Iron	3 1/2	3 1/2	Inches in Ship	3 1/2	3 1/2	Inches per Rule	3 1/2	3 1/2	" From M'n. to Upr. or Spar Dk. Sh'rstrake				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	10	Inches in Ship	2 1/2	10	Inches per Rule	2 1/2	10	" Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss				
" thickness at the ends of vessel	12 1/2		Inches in Ship	12 1/2		Inches per Rule	12 1/2		Butt Straps to outside plating, breadth & thickness	10-11	10-11	10-11	10-11
" depth at 3/4 the half-bdth. as per Rule	49		Inches in Ship	49		Inches per Rule	49		Lengths of Plating	8	10	8	10
" height extended at the Bilges	49		Inches in Ship	49		Inches per Rule	49		Shifts of Plating, and Stringers	3	1	3	1
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	4	Inches in Ship	9	4	Inches per Rule	9	4	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	52	10	52	10
Single or double Angle Iron on Upper edge	48		Inches in Ship	48		Inches per Rule	48		Angle Iron on ditto	5 1/2	4	5 1/2	4
Average space	48		Inches in Ship	48		Inches per Rule	48		Tie Plates fore and aft, outside Hatchways	14	10	14	10
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Inches in Ship			Inches per Rule			Diagonal Tie Plates on Beams No. of Pairs	7	14	7	14
Single or double Angle Iron, on Upper Edge			Inches in Ship			Inches per Rule			Flat of Up., Spar, or Awning Dk.	4	8	4	8
Average space			Inches in Ship			Inches per Rule			How fastened to Beams	Coloured Screws into Beams			
BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9	4	Inches in Ship	9	4	Inches per Rule	9	4	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Single or double Angle Iron on Upper Edge	48		Inches in Ship	48		Inches per Rule	48		Is the Stringer Plate attached to the outside plating?	Yes			
Average space	48		Inches in Ship	48		Inches per Rule	48		Angle Irons on ditto, No.	2			
BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Inches in Ship			Inches per Rule			Tie Plates, outside Hatchways				
Single or double Angle Iron on Upper Edge			Inches in Ship			Inches per Rule			Diagonal Tie Plates on Beams, No. of pairs				
Average space			Inches in Ship			Inches per Rule			Flat of Middle Deck do. do.				
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	10 1/2	13	Inches in Ship	10 1/2	13	Inches per Rule	10 1/2	13	How fastened to Beams				
" Rider Plate	12	13	Inches in Ship	12	13	Inches per Rule	12	13	Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams	38	9	37	9
" Bulb Plate to Intercoastal Keelson	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Is the Stringer Plate attached to the outside plating?	Yes			
" Angle Irons	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Angle Irons on ditto, No.	2			
" Double Angle Iron Side Keelson	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Stringer or Tie Plates, outside Hatchways	14	9	14	9
" Side Intercoastal Plate	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Flat of Lower Deck	3	8	3	8
" do. Angle Irons	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Ceiling betwixt Decks, thickness and material	6	2	6	2
" Attached to outside plating with angle iron	13	3	Inches in Ship	13	3	Inches per Rule	13	3	" in hold do. do.	2 1/2	8	2 1/2	8
BILGE Angle Irons	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Main piece of Rudder, diameter at head	6 1/2		6 1/2	
" do. Bulb Iron			Inches in Ship			Inches per Rule			" do. at heel	3 1/2		3 1/2	
" do. Intercoastal plates riveted to plating for length			Inches in Ship			Inches per Rule			Can the Rudder be unshipped afloat?	Yes			
BILGE STRINGER Angle Irons	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	Bulkheads No. One No. per Rule	1		1	
" Bulb Intercoastal plates riveted to plating for length			Inches in Ship			Inches per Rule			" Thickness of	7/8			
SIDE STRINGER Angle Irons	5 1/2	4	Inches in Ship	5 1/2	4	Inches per Rule	5 1/2	4	" Height up	Upper deck			
" Bulb all fore & aft			Inches in Ship			Inches per Rule			" How secured to sides of ship	between double frames			
FRAMES extend in one length from	Keel to Gunwale		Inches in Ship	Keel to Gunwale		Inches per Rule	Keel to Gunwale		" Size of Vertical Angle Irons	5	3 1/2	5	3 1/2
REVERSED ANGLE IRONS on floors and frames extend	across middle line to Gunwale		Inches in Ship	across middle line to Gunwale		Inches per Rule	across middle line to Gunwale		" Are the outside Plates doubled two spaces of Frames in length?	Yes			
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes		Inches in Ship	Yes		Inches per Rule	Yes		" Riveted through plates with	7/8			
PLATING. Garboard, double riveted to Keel, with rivets	1 1/2		Inches in Ship	1 1/2		Inches per Rule	1 1/2		" Rivets, about	5			
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets	7/8		Inches in Ship	7/8		Inches per Rule	7/8		" And butts properly shifted?	Yes			
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	7/8		Inches in Ship	7/8		Inches per Rule	7/8		Edges of Carboards and to upper part of Bilge, worked clench, double riveted; with rivets	7/8			
Butts of Strakes at Bilge for half length, treble riveted with Butt Straps	5/8		Inches in Ship	5/8		Inches per Rule	5/8		Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	7/8			
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets	7/8		Inches in Ship	7/8		Inches per Rule	7/8		Butts of Strakes at Bilge for half length, treble riveted with Butt Straps	5/8			
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	7/8		Inches in Ship	7/8		Inches per Rule	7/8		Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets	7/8			
Edges of Main Sheerstrake, double or single riveted.			Inches in Ship			Inches per Rule			Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	7/8			
Butts of Main Sheerstrake, treble riveted for 3/4 length amidships.			Inches in Ship			Inches per Rule			Edges of Main Sheerstrake, double or single riveted.				
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.			Inches in Ship			Inches per Rule			Butts of Main Sheerstrake, treble riveted for 3/4 length amidships.				
Breadth of laps of plating in double riveting	6		Inches in Ship	6		Inches per Rule	6		Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.				
But Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted	Yes		Inches in Ship	Yes		Inches per Rule	Yes		Breadth of laps of plating in single riveting				
At description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.	Yes		Inches in Ship	Yes		Inches per Rule	Yes		But Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted	Yes			
Manufacturer's name or trade mark, Shell plates, Floors, Bulkhead & Stringers	Yes		Inches in Ship	Yes		Inches per Rule	Yes		At description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.	Yes			
The above is a correct description.	Yes		Inches in Ship	Yes		Inches per Rule	Yes		Manufacturer's name or trade mark, Shell plates, Floors, Bulkhead & Stringers	Yes			
Surveyor's Signature, <u>James Coates Iron Works Co., Rev. Bar. Rochsollock</u>			Inches in Ship			Inches per Rule			The above is a correct description.	Yes			
Surveyor to Lloyd's Register			Inches in Ship			Inches per Rule			Surveyor's Signature, <u>James Coates Iron Works Co., Rev. Bar. Rochsollock</u>				

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? *No*

Masts, Bowsprit, Yards, &c., are *of iron* 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. *Bowsprit of fibron in one 40.6 ft x 2 1/2 diam. 3 plates in the round 7/16 to 5/16, and 3 angles 3 1/2 x 3 1/2. The 2 main masts and topmasts in one 129.6 & 132.10 respectively x 32 diam. 3 plates in the round 7/16 to 5/16 and 7/16 to 5/16 and 3 angles 5 1/2 x 3 1/2. Mizzen Mast & Topmast in one 143.6 ft x 20 diam. 3 plates in the round 7/16 to 5/16 and 3 angles 3 1/2 x 3 1/2. All plates tested and all masts doubled at partners as required*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight reqd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N ^o .	Chain	134 1/2	1 1/16	74.10.0	240 x 1 1/2	12 May	Bower Anchors	1	36.2.20	32.11.3	36 1/2	21 May
	Fore Sails,	135 1/2	1 1/16	74.10.0	240 x 1 1/2	12 May		1	36.1.0	33.5.2	36 1/2	19 - "
	Fore Top Sails,	90	4 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	Fore Topmast Stay Sails,	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	Main Sails,	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	Main Top Sails,	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	and	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	quality	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "
	Good	90	3 1/2	30.0.0	75 x 1 1/2	25 - "		1	31.0.2	29.11.1	31	25 - "

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *two* Long Boats and *two* other boats

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

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? *5 Scuppers, 6 freeing ports, and 2 spring pipes each side*

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

State size Main Hatch *15.6 x 11.8* Fore hatch *7.6 x 5.10* Quarter hatch *3.6 x 5.10 and 7.6 x 7.6*

If of extraordinary size, state how framed and secured? *One wood shifting beam across the main hatch and one fore & after in all hatchways.*

What arrangement for shifting beams?

Hatches, If strong and efficient? *yes, solid 3"*

Order for Special Survey No. <i>182</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Jan 28, Feb 2, 18, 24, Mar. 4, 10, 23, 30.</i>
Date <i>Dec 21 1885</i>	2nd. On the plating during the process of riveting	<i>April 2, 7, 10, 14, 24, 30; May 4, 8, 13, 20, 26</i>
Order for Ordinary Survey No. <i>194</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>June 2, 8, 15, 21, July 5, 20, 22, 29;</i>
Date <i>1886</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Aug 2, 1886.</i>
No. <i>194</i> in builder's yard.	5th. After the ship was launched and equipped	
State dates of letters respecting this case		<i>Dec 2 1885, March 30, April 22 & May 7 1886.</i>

General Remarks (State quality of workmanship, &c.) *This Barque has been built in accordance with the accompanying approved tracing of midship section and plan masts & yards, in compliance with the Secretary's letters dated as above, & the Rules in all other respects have been adhered to. She is a two-decked vessel having a fore-castle 24 1/2 long, Poop 53 long, and an iron deck house amidships 34 1/2 by 17 1/2. Lower Yards 9 3/4 x 21 1/2 diam. 2 plates in the round 7/16 to 5/16 and 2 angles 3 x 2 1/2 x 2 1/2. Lower Top-sail Yards 8 3/4 x 19 - 2 - " - " - " - 5/16 to 3/16 - 2 - " - 3 x 2 1/2 x 2 1/2. Upper " 7 3/4 x 16 3/4 - 2 - " - " - " - 5/16 to 3/16 - 2 - " - 2 1/2 x 2 1/2. All yards doubled in way of Truss hoops, and plates tested as required. The materials used in the construction of this vessel, and the workmanship are very good.*

State if *one, two, or three* decked vessel, or *if span, or awning* decked; and the lengths of poop, *bridge*, fore-castle, *or raised* 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 *£ 4* is received by me, *J. S.*

Special *£ 70:11* B. P. 1886

(to be written in margin). Certificate *Gratis*

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

TUESDAY 10 AUGUST 1886

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