

## IRON SHIP.

(Received at London 21 MARCH 1887)

No. 3294 Survey held at Belfast. Date, First Survey Sept 7<sup>th</sup> 1886 Last Survey 16<sup>th</sup> March 1887

On the Iron Screw Steamer "Harold"

Tonnage under Tonnage Deck 824.26 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 13.5

Depth from upper part of Keel to top of Main Deck Beams 15.5

Girth of Half Midship Frame (as per Rule) 25.83

1st Number 54.83

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length 188.88

2nd Number 10356.29

Proportions— Breadths to Length.. 6.9

Depths to Length—Upper Deck to Keel.. 12.1

Main Deck ditto 12.1

Master J. Miller 1886-1887

Built at Belfast

When built 1886 & 7. Launched 21<sup>st</sup> Feb. 1887

By whom built Workman Clark &amp; Co. Ltd.

Owners (Colville Lowden &amp; Co.)

Residence Glasgow

Port belonging to Glasgow

Destined Voyage West Indies

If Surveyed while Building, Afloat, or in Dry Dock.

Specially Surveyed while Building

LENGTH Feet. Inches. 190 0

BREADTH Feet. Inches. 27 0

DEPTH top of Floors to Upper Deck Beams Feet. Inches. 21 3

Do. do. Main Deck Beams Feet. Inches. 14 2

Power of Engines ...

N<sup>o</sup>. of Decks with flat laid 2N<sup>o</sup>. of Tiers of Beams 2

Dimensions of Ship per Register, length, 190.3 breadth, 27.5 depth, 21.4

KEEL, depth and thickness 7 1/2 x 2 1/2

STEM, moulding and thickness 7 x 2 1/4

STERN-POST for Rudder do. do. 6 3/4 x 4 1/4

" " for Propeller 6 3/4 x 4 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 22

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3

Do. for 1/2 at each end 3 1/2 x 3

REVERSED FRAMES, Angle Iron 3 x 2 1/2

FLOORS, depth and thickness of Floor Plate 15 1/2 x 6

at mid line for half length amidships 15 1/2 x 5

thickness at the ends of vessel 15 1/2 x 5

depth at 1/2 the half-bdth. as per Rule 8

height extended at the Bilges 32

BEAMS, Upper, Spar, or Awning Deck 5 x 3

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron Single angle

Angle or double Angle Iron on Upper edge 44

Average space 6 1/2

BEAMS, Main, or Middle Deck 6 1/2 x 6

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 x 6

Angle or double Angle Iron, on Upper Edge 2 1/2 x 2 1/2

Average space 44

BEAMS, Lower Deck 6 1/2 x 6

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 x 6

Angle or double Angle Iron on Upper Edge 2 1/2 x 2 1/2

Average space 44

BEAMS, Hold, or Orlop 6 1/2 x 6

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 6 1/2 x 6

Angle or double Angle Iron on Upper Edge 2 1/2 x 2 1/2

Average space 44

KEELSONS Centre line, single or double plate 12 x 9

Rider Plate 8 1/2 x 9

Bulb Plate to Intercoastal Keelson 4 x 3

Angle Irons 4 x 3

Double Angle Iron Side Keelson 4 x 3

Side Intercoastal Plate for 1/2 length 2 1/2 x 2 1/2

do. Angle Irons 2 1/2 x 2 1/2

Attached to outside plating with angle iron 4 x 3

CE Angle Irons 4 x 3

do. Bulb Iron 6 1/2 x 6

do. Intercoastal plates riveted to plating for length 4 x 3

CE STRINGER Angle Irons 4 x 3

Intercoastal plates riveted to plating for length 4 x 3

E STRINGER Angle Irons 4 x 3

FRAMES extend in one length from Centre line to 1/2 the awning deck except for 3 1/2 ft at fore end for which see Midship section

REVERSED ANGLE IRONS on floors and frames extend from middle line to Lower deck and to Main deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

RIVETING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 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 Two Strakes at Bilge for 3/4 length, treble riveted with Butt Straps 7/16 thicker than the plates they connect. Com. for wide plates.

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.

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

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole 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 &amp; 1/2 No. of Breasthooks, 4 Crutches, 3

description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.?

Manufacturer's name or trade mark, James &amp; Co. Ltd. Glasgow

The above is a correct description.

Surveyor's Signature, J. Workman

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

ROBERT EDMUND TAYLOR &amp; SON Commercial and General Steam Printers, 10, Old Street, Goswell Road, E.C., London.

BEL53-0383



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? *a few in A and B Strakes*

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*

*propulsion: two pole masts of pitch pine each about 80 ft x 15 1/2 dia. all spars of Spruce fore yard 40 ft x 10 dia. fore topsail yard 32 ft x 7 1/2 dia. fore boom 34 ft x 9 dia fore & main gaffs and fore derrick each 22 ft x 8 dia.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Supplied.
SALES.												
CABLES, &c.												
Chain Stud...		104 1/2	1 1/4	28-2-2-0 42-2-2-0	210 x 1 1/4	11-2-87	Bower Anchors	1	13-2-12 (2-1-26)	15-5-3-21	132	
Fore Sails,		105 1/2	1 1/4	28-2-2-0 42-2-2-0		11-2-87		1	13-3-0 (3-1-0)	15-8-0-14	132	382
Fore Top Sails,		60	1 1/4	11-17-3-0 11-16-0-0	60 x 1 1/4	3-2-87		1	12-0-11 (2-1-22)	13-19-2-21	112	
Fore Topmast Stay Sails,		all tested by Mr Lewis on 12-6-713 machines at Milberton. Makers R. Shingley & Sons										
Main Sails,		180	3				Stream Anchor	1	11-2-14 (3-2-2)	7-0-0-0	43	
Main Top Sails,		75	8 1/2		75 x 8 1/2		Kedge	1	2-2-19 (2-1-2)	5-5-0-0	23	
and the quality good		90	6 1/2		90 x 6 1/2		2nd Kedge	1	1-2-16	none	13	

Standing and Running Rigging *Steel & Good* sufficient in size and *good* in quality. She has 1 *21 ft* *Long* Boat and 1 *cutler 18 ft* *dingy 15 ft*  
The Windlass is *Patent Band & Good* Capstan *none* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Strong teak frame on iron* How secured in ordinary weather? *by bolts & screws*  
What arrangements for deadlights in bad weather? *Solid fixed bulls eye lights*

Coal Bunker Openings.—How constructed? *7/8" iron coamings* How are lids secured? *hatches & battened* Height above deck? *12 1/2 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flush deck with open bulwarks*

Cargo Hatchways.—How formed? *of 7/8" iron coamings extending from bottom edge of main deck beams to 18" above wood*

State size Main Hatch *21-9 x 10-3 x 18 1/2* Fore hatch *7-3 x 7-1 x 18 1/2* Quarter hatch *18-3 x 10-0 x 17*

If of extraordinary size, state how framed and secured? *Main hatch has two shifting beams 24 x 7/8" iron, quarter hatch one shifting beam 20 x 7/8" fore fastens in all hatches*

What arrangement for shifting beams? *Solid 3" Yellow pine*

Hatches, If strong and efficient? *Solid 3" Yellow pine*

Order for Special Survey No. <i>192</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Sept. 7, 12, 16, 30 Oct. 4, 11, 19, 27, 29, Nov. 2, 5, 16, 1886</i>
Date <i>Aug. 25th 1886</i>	2nd. On the plating during the process of riveting	<i>24, 27, 30 Dec. 2, 7, 14, 17, 21, 23, 31 1886</i>
Order for Ordinary Survey No. <i>1</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>Jan. 4, 11, 12, 18, 21, 24, 26, 27, 31 Feb. 1, 4, 6, 11</i>
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>14, 15 &amp; 18 39 visits</i>
No. <i>144</i> in builder's yard.	5th. After the ship was launched and equipped	
State dates of letters respecting this case	<i>21st August 1886, 5th January 1887 12th Jan. 1887. from Secretary</i>	

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

*This vessel was originally put forward as having a long poop & fore-castle fitted and was built in accordance with the approved plans and the Secretary's letter dated 21st Aug. 1886. It was subsequently decided to convert her into a complete awning deck vessel which has been done in accordance with the approved amendments and the Secretary's letter, dated, 21st Jan. 1887, and to the Rules of the Society or their equivalents.*

*Lower deck beams have been fitted on alt. frames in fore hold (in lieu of lower beams) and a deck fitted thereon; a side stringer has been fitted between the main & lower deck fore & aft, as compensation for the Rev. frames stopping alternately at lower deck*

*There is a double bottom ballast tank fitted in fore hold on top of ordinary floors 33 ft. long and 52 tons Cap. and one in aft. hold 42 ft. long, 80 tons. Cap. and a fore peak tank 40 tons Cap. all tested in accordance with the Rules.*

*The material and workmanship throughout vessel are good & satisfactory*

State if one, two, or three decked vessel, or if spar, 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 *Portland Cement & paint* Outside *paint*

I am of opinion this Vessel should be Classed *100A1. Awning peck with a Load Line assigned.*

The amount of the Entry Fee *is received by me,*

Special *12/15/187*

(to be sent as per margin). Certificate *12/15/187*

(Travelling Expenses, if any, £ *72/5/0*)

Committee's Minute *TUESDAY 22 MARCH 1887*

Character assigned *100A1*

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

*James L. Loxton*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
*This vessel appears to be classed 100A1 "Awning Deck" and is recommended for the approval of the Register as proposed.*  
*18 x Awning Deck*  
*Double Bottom Particulars appear*