

IRON SHIP

WEDNESDAY AUGUST 1887

No. 3349 Survey held at Belfast Date, First Survey May 16th Last Survey August 24th 1887

On the Iron Schooner "Pioneer"

TONNAGE under Tonnage Deck } 78.38
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Or. Dk. }
 Ditto of Houses on Deck } 46
 Ditto of Forecasts }
 Gross Tonnage } 79.14
 Less Crew Space } 3.65
 Less Engine Room }
 Register Tonnage as cut on Beam } 75.49

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) 9.5
 Depth from upper part of Keel to top of Upper Deck Beams 10.33
 Girth of Half Midship Frame (as per Rule) 16.79
 1st Number 26.62
 1st Number, if a 3-Decked Vessel .. deduct 7 feet -
 2nd Number 2631.6
 Length 72.41
 2nd Number 2631.6
 Proportions— Breadths to Length 3.85
 Depths to Length— Upper Deck to Keel 7.09
 Main Deck ditto -

Master P. McHally .87-.87
 Built at Belfast
 When built 1887 Launched Aug 20th
 By whom built Messrs. Swaine, Lewis & Co.
 Owners W. & S. McDonnell
 Residence Buttery Co. Down
 Port belonging to Belfast
 Destined Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock. Specially Surveyed while Building

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	N° of Decks with flat laid	N° of Tiers of Beams
on deck as per Rule	<u>72</u>	<u>5</u>	Moulded	<u>19</u>	<u>0</u>	top of Floors to Upper Deck Beams	<u>9</u>	<u>2</u>			<u>One</u>	<u>One</u>
Do. do. Main Deck Beams						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length,	<u>75</u>		breadth,	<u>19.1</u>		depth,	<u>9.05</u>					
						depth moulded	<u>10.0</u>					
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft				<u>20</u>			<u>20</u>					
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships				<u>14</u>								
" thickness at the ends of vessel												
" depth at 3/4 the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
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, box, or Intercostal, Plates												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercostal Plate (wash) for 2l.												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 5/8 in. Rivets, about 4 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to deck, and from deck to Bilge to Bilge 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 3/8 in. diameter, averaging 4 1/4 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 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 clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.
 " Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. —
 " Butts of Main Sheerstrake, double riveted for entire length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
 " Butts of Main Stringer Plate, double riveted for — length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
 " Breadth of laps of plating in double riveting — Breadth of laps of plating in single riveting 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted treble & double No. of Breasthooks, 2 Crutches, 2 deep floors
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, Angles "Dalzell" & Clifton; and plates "West Rockton"
 The above is a correct description.
 Builder's Signature, Wm. H. MacSwain Surveyor's Signature, James Curpin
Wm. H. MacSwain, Director 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? *No.*

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
*Bowsprit and jibboom in one 20.0 extreme length by 12 in diam.
 Fore Mast 46.0, and Main Mast 50.0, by 13 in diameter each,
 and all of pitch pine.*

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms	Inches	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
	Chain		120	3/4	120 x 12/16	17 June 87	Bower Anchors	1	4.1.8	6.15.0	1 1/4	10 June 87
	Fore Sails,	Iron Stream Chain	45	1/2	45 x 9/16	14 " "		1	4.1.0	6.15.0	1 1/4	10 " "
	Fore Top Sails,	or Steel Wire ..										
	Fore Topmast Stay Sails,	or Hempen Strm Cable										
	Main Sails,	Towline, Hemp. or Steel Wire ..	45	5/2	45 x 5/2							
	Main Top Sails, and	Hawser	90	3	90 x 3		Stream Anchor	1	1.1.3		1 1/4	
		Warp					Kedge	1	2.0		1/2	
		quality <i>good</i>					2nd Kedge.					

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and
 The Windlass is *patent and good* Capstan *—* 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? *3 Scuppers and 2 Fressing ports each side.*

Cargo Hatchways.—How formed? *of plates and angles, Comings 1 1/2 above deck.*

State size Main Hatch *9.9 x 5.0* Forehatch *6.0 x 4.8* Quarterhatch *3.3 x 3.3*

If of extraordinary size, state how framed and secured? *—*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. *205* Date *May 10 1887*
 Order for Ordinary Survey No. *—* Date *—*
 No. *29* in builder's yard.
 State dates of letters respecting this case *May 6 1887.*

General Remarks (State quality of workmanship, &c.) *This schooner has been built in accordance with the accompanying approved tracing of midship section, in compliance with the Secretary's letter, dated as above, and the Rules generally have been adhered to.*

She is a flush deck vessel, intended for the coasting trade. The materials used in her construction, and the workmanship are very good.

James Surpin

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 and paint* Outside *paint*

I am of opinion this Vessel should be Classed *+ 100 A 1.*

The amount of the Entry Fee£ *1* : : : is received by me, *James Surpin*
 Special£ *0* : : : *29.8.1887*
 (to be sent as per margin). Certificate *gratis* :
 (Travelling Expenses, if any, £ *—*).

Committee's Minute *FRIDAY 2 SEPT 1887*

Character assigned *100 A 1 LADRP*

It is submitted that the vessel having been built in accordance with the approved sketch of midship section appears eligible to be classed 100 A 1 as recommended.

15K 1/9/87

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

