

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 } <u>78.38</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master <u>P. McHally .87-.87</u>
Ditto of Third, Spar, or Awning Deck. } <u>76</u>	Half Breadth (moulded) <u>9.5</u>	Built at <u>Belfast</u>
Ditto of Poop, or Raised Or. Dk. } <u>79.14</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>10.33</u>	When built <u>1887</u> Launched <u>Aug. 20th</u>
Ditto of <u>Lower</u> on Deck <u>76</u>	Girth of Half Midship Frame (as per Rule) . . . <u>16.79</u>	By whom built <u>Messrs. J. & C. Lewis & Co.</u>
Ditto of Forecasts } <u>3.65</u>	1st Number <u>26.62</u>	Owners <u>W. & A. McDonnell</u>
Gross Tonnage } <u>79.14</u>	1st Number, if a 3-Decked Vessel . . deduct 7 feet	Residence <u>Portaferry Co. Down Ireland.</u>
Less Crew Space } <u>3.65</u>	Length <u>72.41</u>	Port belonging to <u>Belfast</u>
Less Engine Room } <u>75.49</u>	2nd Number <u>2631.6</u>	Destined Voyage <u>Coasting</u>
Register Tonnage as cut on Beam } <u>75.49</u>	Proportions— Breadths to Length <u>3.85</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>Specially Surveyed while Building</u>
	Depths to Length— Upper Deck to Keel <u>7.09</u>	
	Main Deck ditto	

LENGTH on deck as per Rule . . . <u>72</u>	BREADTH— Moulded . . . <u>19</u>	DEPTH top of Floors to Upper Deck Beams . . . <u>9</u>	Power of Engines . . . <u>2</u>	N° of Decks with flat laid . . . <u>One</u>	N° of Tiers of Beams . . . <u>One</u>
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	Inches in Ship. <u>6 1/2</u>	Inches per Rule. <u>6 1/2</u>	Flat Keel Plates, breadth and thickness		
STEM, moulding and thickness	<u>5 1/2</u>	<u>5 1/2</u>	PLATES in Garboard Strakes, br'dth & thickness <u>30</u> <u>6</u> <u>30</u> <u>6</u>		
STERN-POST for Rudder do. do.	<u>5 1/2</u>	<u>5 1/2</u>	,, From Garboard to upper part of Bilges <u>5.6.6</u> <u>5.6.6</u>		
" " for Propeller			,, Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>	<u>20</u>	,, From up. prt. of Bilge to l.r. edge of Sh'rstrake <u>5.6</u> <u>5.6</u>		
FRAMES, Angle Iron, for 1/2 length amidships	<u>2 1/2</u>	<u>2 1/2</u>	,, Main Sheerstrake, breadth and thickness <u>30</u> <u>6</u> <u>30</u> <u>6</u>		
Do. for 1/2 at each end	<u>2 1/2</u>	<u>2 1/2</u>	,, Of d'bling at Sh'stk. & lng. applied		
REVERSED FRAMES, Angle Iron	<u>2 1/2</u>	<u>2 1/2</u>	,, From M'n. to Upr. or Spar Dk. Sh'rstrake		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<u>14</u>	<u>5</u>	,, Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns		
" thickness at the ends of vessel	<u>8 1/2</u>	<u>5 1/2</u>	Butt Straps to outside plating, breadth & thickness <u>8 1/2</u> <u>7.5</u> <u>8</u> <u>7.5</u>		
" depth at 1/2 the half-bdth. as per Rule	<u>22</u>	<u>22</u>	Lengths of Plating <u>6</u> <u>spaces</u> <u>6</u> <u>spaces</u>		
" height extended at the Bilges	<u>22</u>	<u>22</u>	Shifts of Plating, and Stringers <u>21</u> <u>"</u> <u>21</u> <u>"</u>		
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>7</u> <u>5</u> <u>3</u> <u>7</u>			Gunwale Plate on ends of <u>Awning Spar</u> or Upper Deck Beams, breadth and thickness <u>21</u> <u>5</u> <u>20</u> <u>5</u>		
Single or double Angle Iron on Upper edge			Angle Iron on ditto <u>3x3x6</u> <u>3x3x6</u>		
Average space			Tie Plates fore and aft, outside Hatchways <u>8</u> <u>6</u> <u>7</u> <u>6</u>		
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>7</u> <u>5</u> <u>3</u> <u>7</u>			Diagonal Tie Plates on Beams No. of Pairs <u>2 1/2</u> <u>4.0</u> <u>2 1/2</u>		
Single or double Angle Iron on Upper Edge			Flat of Up., Spar, or Awning Dk. * <u>2 1/2</u> <u>4.0</u> <u>2 1/2</u>		
Average space			How fastened to Beams <u>Beams bolted & rivets</u>		
BEAMS, Lower Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>7</u> <u>5</u> <u>3</u> <u>7</u>			Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness		
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?		
Average space			Angle Irons on ditto, No.		
BEAMS, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } <u>5</u> <u>3</u> <u>7</u> <u>5</u> <u>3</u> <u>7</u>			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck * do. do.		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<u>9</u>	<u>6</u>	How fastened to Beams		
" Rider Plate	<u>7</u>	<u>6</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" Bulb Plate to Intercoastal Keelson	<u>3</u>	<u>3</u>	Is the Stringer Plate attached to the outside plating?		
" Angle Irons	<u>3</u>	<u>3</u>	Angle Irons on ditto, No.		
" Double Angle Iron Side Keelson	<u>3</u>	<u>3</u>	Stringer or Tie Plates, outside Hatchways		
" Side Intercoastal Plate (wash) for 2 l.	<u>3</u>	<u>3</u>	Flat of Lower Deck *		
" do. Angle Irons	<u>3</u>	<u>3</u>	Ceiling betwixt Decks, thickness and material <u>4x1 1/2</u> <u>P.P.</u>		
" Attached to outside plating with angle iron	<u>3</u>	<u>3</u>	" in hold do. do. <u>2</u> <u>P.P.</u> <u>2</u>		
BILGE Angle Irons	<u>3</u>	<u>3</u>	Main piece of Rudder, diameter at head <u>2 1/2</u> <u>2 1/2</u>		
" do. Bulb Iron	<u>3</u>	<u>3</u>	do. at heel <u>2</u> <u>2</u>		
" do. Intercoastal plates riveted to plating for — length)	<u>3</u>	<u>3</u>	Can the Rudder be unshipped afloat? <u>Yes</u>		
BILGE STRINGER Angle Irons	<u>3</u>	<u>3</u>	Bulkheads No. <u>1</u> No. per Rule <u>1</u>		
Intercoastal plates riveted to plating for — length)	<u>3</u>	<u>3</u>	" Thickness of <u>4</u>		
SIDE STRINGER Angle Irons	<u>3</u>	<u>3</u>	" Height up <u>Upper deck</u>		

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 5/8 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 11 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 double & 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, James J. Lewis & Co. Ltd. Surveyor's Signature, James J. Lewis

James J. Lewis 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	2651 (6)	Test per Certificate.	Inches per Rule.	Machine where Tested and Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
SAILS.	CABLES, &c.	Fathoms	Inches.							
Chain	120	15.2.2.0	120 x 12	17 June. 87	Bower Anchors	1	4.1.0	6.15.0.0	4 1/4	10 June. 87
Fore Sails,	Iron Stream Chain	45 1/2	45 x 9	14 " "		1	4.1.0	6.15.0.0	4 1/4	10 " "
Fore Top Sails,	or Steel Wire ..									
Fore Topmast Stay Sails,	or Hempen Strm Cable									
Main Sails,	Towline, Hemp.	45 1/2	45 x 5 1/2							
Main Top Sails, and	or Steel Wire ..									
	Hawser	90	90 x 3		Stream Anchor	1	1.1.3		1 1/4	
	Warp				Kedge	1	2.0		1/2	
	quality <u>Good</u>				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 Freeing ports each side

Cargo Hatchways.—How formed? of plates and angles, Comings 12 1/2 above deck.

State size Main Hatch 9.9 x 5.6 Forehatch 6.6 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 10th 1887
Order for Ordinary Survey No. — Date —
No. 29 in builder's yard.
State dates of letters respecting this case May 6th 1887.

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 } May 16, 23, 31.
2nd. On the plating during the process of riveting } June 6, 13, 16, 24.
3rd. When the beams were in and fastened, and before the decks were laid.... } July 8, and August 10, 17, 20 & 24.
4th. When the ship was complete, and before the plating was finally coated or cemented..
5th. After the ship was launched and equipped

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.

[Handwritten signature]

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 Curpin
Special£ 0 : : : 29.8.1887
(to be sent as per margin). Certificate Gratis
(Travelling Expenses, if any, £ ..).

Committee's Minute

Character assigned 100 A 1
L A D R P

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

It is submitted that this vessel having been built in accordance with the approved sketch of midship section appears eligible to be classed 100 A 1 as recommended.
15K
19/87

FRIDAY 2 SEPT 1887

Lloyd's Register Foundation