

# Steel IRON SHIP.

(Received at London Office, 17 Jan 1885)

No. **3516** Survey held at **Belfast** Date, First Survey **Febr 16<sup>th</sup>** Last Survey **Decr 4<sup>th</sup>** 18 **84**  
On the **Screw Steamer Lord Londonderry**

TONNAGE under Tonnage Deck } <b>2349.52</b>	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master <b>W. Arthur</b> 1884 - 1888
Ditto of Third, Spar, or Awning Deck. }	Half Breadth (moulded) .. .. . <b>19.5</b>	Built at <b>Belfast</b>
Ditto of Poop, or Raised Qr. Dk. }	Depth from upper part of Keel to top of Upper Deck Beams <b>28.25</b>	When built <b>1882</b> Launched <b>Nov 17<sup>th</sup> 82</b>
Ditto of Houses on Deck } <b>53.80</b>	Girth of Half Midship Frame (as per Rule) .. .. <b>43.83</b>	By whom built <b>Harland &amp; Wolff Ltd</b>
Ditto of Forecastle hatchways } <b>5.40</b>	1st Number .. .. . <b>91.58</b>	Owners <b>Irish Shipowners Co. Ltd</b>
Gross Tonnage <b>2408.72</b>	1st Number, if a 3-Decked Vessel .. deduct 7 feet <b>7.</b>	Residence <b>Belfast</b>
Less Orlop Space <b>42.15</b>	Length .. .. . <b>310.33</b>	Port belonging to <b>Belfast</b>
Less Engine Room <b>770.79</b>	2nd Number .. .. . <b>26247</b>	Destined Voyage <b>?</b>
Register Tonnage as cut on Beam } <b>11565.70</b>	Proportions— Breadths to Length .. .. . <b>7.95</b>	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel .. .. . <b>10.9</b>	<b>Specially Surveyed while Building</b>
	Main Deck ditto .. .. . <b>15.2</b>	

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
Dimensions of Ship per Register, length, <b>312.5</b> breadth, <b>39.2</b> depth, <b>24.7</b> moulded depth <b>24.62</b>	<b>310</b> <b>4</b>	<b>39</b>	<b>39</b>	<b>24</b> <b>11</b>	<b>24</b> <b>11</b>	<b>240</b>	<b>240</b>	<b>2</b>	<b>3</b>
KEEL, depth and thickness <b>Side bars</b>	<b>9 x 1 1/2</b>	<b>9 x 1 1/2</b>	<b>9 x 1 1/2</b>	<b>9 x 1 1/2</b>	<b>9 x 1 1/2</b>				
STEM, moulding and thickness	<b>9 x 3 1/2</b>	<b>9 x 3 1/2</b>	<b>9 x 3 1/2</b>	<b>9 x 3 1/2</b>	<b>9 x 3 1/2</b>				
STERN-POST for Rudder do. do.	<b>10 x 6</b>	<b>10 x 6</b>	<b>10 x 6</b>	<b>10 x 6</b>	<b>10 x 6</b>				
" " for Propeller	<b>10 1/2 x 6</b>	<b>10 1/2 x 6</b>	<b>10 1/2 x 6</b>	<b>10 1/2 x 6</b>	<b>10 1/2 x 6</b>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>				
FRAMES, Angle <b>Iron</b> , for 1/2 length amidships	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>				
Do. for 1/2 at each end	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>				
REVERSED FRAMES, Angle <b>Iron</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>	<b>5 3/2</b>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
" thickness at the ends of vessel	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
" depth at 1/2 the half-bdth. as per Rule	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
" height extended at the Bilges	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>				
BEAMS, Upper, Spar, or Awning Deck	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or double Angle Iron on Upper edge	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Average space	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
BEAMS, Main, or Middle Deck	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>				
Single or double Angle Iron, on Upper Edge	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>				
Average space	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>				
BEAMS, Lower Deck	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or double Angle Iron on Upper Edge	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Average space	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
BEAMS, Hold, or Orlop	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Single or double Angle Iron on Upper Edge	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
Average space	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>				
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Rider Plate	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Bulb Plate to Intercoastal Keelson	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Angle <b>Iron</b>	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Double Angle Iron Side Keelson	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Side Intercoastal Plate	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" do. Angle <b>Iron</b>	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
" Attached to outside plating with angle iron	<b>49</b>	<b>10</b>	<b>49</b>	<b>10</b>	<b>49</b>				
BILGE Angle <b>Iron</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>				
" do. Bulb <b>Iron</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>				
" do. Intercoastal plates riveted to plating for length	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>32</b>				
BILGE STRINGER Angle <b>Iron</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
Intercoastal plates riveted to plating for length	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
IDE STRINGER Angle <b>Iron</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
The FRAMES extend in one length from	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
The REVERSED ANGLE IRONS on floors and frames extend	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
KEELSONS. Are the various lengths of Plates and Angles properly connected?	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>6</b>				
LATING. Garboard, double riveted to Keel, with rivets	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Butts from Keel to turn of Bilge, worked clench, double riveted; with rivets	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Butts of All Strakes at Bilge for 1/2 length, treble riveted with Butts Straps	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Edges from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Butts from Bilge to Main Sheerstrake, worked clench, double riveted; with rivets	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Edges of Main Sheerstrake, double or single riveted	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>	<b>1 1/2</b>				
" Breadth of laps of plating in double riveting	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
That description of <b>Iron</b> is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
Manufacturer's name or trade mark	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
The above is a correct description.	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
Builder's Signature, <b>Harland &amp; Wolff Ltd</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
Surveyor's Signature, <b>James Surpin</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				
Surveyor to Lloyd's Register of British and Foreign Shipping.	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>	<b>6 1/2</b>				



**Workmanship.** Are the butts of plating planed or otherwise fitted? *planed where butted, but they are mostly lapped*  
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? *very few*

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 power.*  
*Fore and main pole masts of steel 111.6 x 24 and 104.8 x 22 respectively, constructed with 3 plates in the round 1/32 to 1/32 and 3 angles 3 x 3 x 1/16 & 3 x 3 x 1/16; doubling plates fitted at the partners, and at the heels; and the plates tested at the steel works.*

NUMBER for EQUIPMENT		Bathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
CABLES, &c.												
Chain		134	4	1 1/2	88 1/2	270 x 1 1/2	3 Nov. 88	1	34.0.0	31.14.1.14	34	2 Nov. 88
(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		135	2	"	63 1/2	"	"	1	34.0.11	31.14.1.14	34	1 - "
Fore Sails,												
Fore Top Sails,												
Fore Topmast Stay Sails,												
Main Sails,												
Main Top Sails,												
and												
quality												

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

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

Engine Room Skylights.—How constructed? *of iron on Comings* How secured in ordinary weather? *with screw bolts & nuts*

What arrangements for deadlights in bad weather? *Solid top with bulls eyes.*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck? *9 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 4 freeing ports and two*

*morning pipes forward and 3 Scuppers, 3 freeing ports & 2 morning pipes aft each side.*

Cargo Hatchways.—How formed? *of plates and angles, Comings 24 ins above deck.*

State size Main Hatch *10.3 x 12.0* Fore hatch *10.5 x 11.0* Quarterhatch *11.5 x 10.0 and 13.5 x 10.0*

If of extraordinary size, state how framed and secured? *One shifting beam in each of the 1<sup>st</sup> and 4<sup>th</sup> hatchways.*

What arrangement for shifting beams? *One web plate in the main hatchway, & one fore & after in all.*

Hatches, If strong and efficient? *yes 3 ins. solid.*

Order for Special Survey No. *22*

Date *Jan 24<sup>th</sup> 1888*

Order for Ordinary Survey No. *—*

Date *—*

No. *213* in builder's yard.

State dates of letters respecting this case *Dec 8<sup>th</sup> 22<sup>nd</sup> 23<sup>rd</sup> 1887. Jan 6<sup>th</sup> 11<sup>th</sup> Mar 13<sup>th</sup> June 4<sup>th</sup> & July 6<sup>th</sup> 1888.*

- 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

*Feb 16 24 28. Mar 2 12 16 17 22 24. April 6. Are*  
*9. 17. 20 26. May 3. 9. 18. 22. 24. June 1. 5. 14. Are*  
*12. 21. 27. July 3. 10. 18. Aug 3. 13. 21. Work suspended*  
*Oct. 3. 10. 15. 23. 30. Nov. 7. 15. 19. 27. Dec 4. 1888. Wh*

**General Remarks** (State quality of workmanship, &c.) *This steamer has been built in accordance*

*with the approved tracing of midship section—so far as it applies—“Compensation for*  
*hdd beams” and pumping arrangement forwarded on the 28<sup>th</sup> Dec; and with the*  
*accompanying tracings of “Arrangement of beams in E.D.B. space and Mast plan; in*  
*compliance with the Secretary's letter dated as above—excepting as regards the quadruple*  
*riveting of the lapped butts, the system adopted having been personally inspected*  
*by Messrs Martell & Cornish, and approved by them subsequently to the receipt*  
*of above letters. The Rules in other respects, including the Committee's Circular*  
*on steel, have been adhered to. She is a two deck vessel, sister to the “Palmas*  
*Belfast Report N<sup>o</sup> 3492, constructed under the “3 Deck Rule”, having a fore-castle*  
*34 feet long, a Bridge 60<sup>th</sup> long, covering the Engines & Boilers, on top of which is fitted a*  
*Chart room and the Engine skylight; and a poop 24 long. She has a double bottom con-*  
*structed on the Cellular system 234<sup>th</sup> long, with water capacity for 522 tons, tested as require*  
*by the Rules. The materials used in her construction, and the workmanship are*  
*very good*

State if *one, two, or three* decked vessel, or *if open, 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 *+ 100 A 1 at Bel. 901*

The amount of the Entry Fee .....£ *5* : : : is received by me, *James Turpin*

Special .....£ *85* : : : 4 : 6 *7/11 1889*

(to be sent as per margin). Certificate *Gratis* :

(Travelling Expenses, if any, £ — ).

Committee's Minute

Character assigned *100A 1 Steel*

*+ dml 1/89*

*2 a rep*

*2 a rep*

*2 a rep*

TUES. 22 JAN 1889

18

*James Turpin*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
*It is submitted that the vessel*  
*having been built in accordance*  
*with the approved plan, and*  
*worthy to be classed 100A 1.*  
*as recommended*  
*20th (one steel)*  
*Record & Treas see 8974*