

# IRON OR STEEL SHIP

(Received at London Office)

3708

FRI 6 JUNE 1890

Date of writing Report

Port of

Belfast

No. 3708

Survey held at

Belfast

Date, First Survey

Sept 25

Last Survey

May 31

1890

On the

Screw Steamer Strait Fisher

Rig

Schooner

Master

J. Bannister

Built at

Belfast

When built

1890

Launched May 8

By whom built

MacLachlan & MacCall Ltd

Owners

Jas. Fisher & Sons

Managers

" " " "

(If desired to be entered in Reg. Book.)

Residence

Barron in Farnes

Port belonging to

Barron

Destined Voyage

Coasting

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

Special Survey while building

TONNAGE under Tonnage Deck }  
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. }  
Total under Upper Dk. }  
Do. of Poop }  
Do. of Raised Or. }  
Do. of Break }  
Do. of Bridge House }  
Do. of Houses on Deck }  
Do. of excess of Hatchways }  
Do. of Forecastle }  
Gross Tonnage }  
Less Crew Space }  
Less Engine Room }  
Register Tonnage }  
as cut on Beam }

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 Upper Deck Beams ... 14.5  
Girth of Half Midship Frame (as per Rule) ... 24.2  
1st Number ... 51.2  
1st Number, if a 3 Decked Vessel .. deduct 7 feet ...  
Length ... 142.91  
2nd Number ... 8852.99  
Proportions— Breadths to Length ... 6.65  
Depths to Length—Upper Deck to Keel ... 12.35  
Main Deck ditto ...

Power of Engines ... 90  
Horse ... 90  
No. of Decks with flat laid One  
No. of Tiers of Beams One

LENGTH on deck as per Rule ... 142.91  
BREADTH Moulded ... 26  
DEPTH top of Floors to Upper Deck Beams ... 12.45  
Do. do. Main Deck Beams ...  
Dimensions of Ship per Register, length, 144.5 breadth, 26.1 depth, 12.45

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	7 1/4 x 1 1/2	7 1/4 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2
STEM, moulding and thickness	6 1/2 x 1 1/2	6 1/2 x 1 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2
STERN-POST for Rudder do. do.	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2
" " for Propeller	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2	7 x 3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 2/3 length amidships	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Do. for 1/3 at each end	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
REVERSED FRAMES, Angle Iron	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17	17	17	17	17	17	17	17	17	17	17	17	17	17
" thickness at the ends of vessel	11	11	11	11	11	11	11	11	11	11	11	11	11	11
" depth at 3/4 the half-bdth. as per Rule	29	29	29	29	29	29	29	29	29	29	29	29	29	29
" height extended at the Bilges	29	29	29	29	29	29	29	29	29	29	29	29	29	29
BEAMS, Upper, Spar, or Awning Deck	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	21	21	21	21	21	21	21	21	21	21	21	21	21	21
BEAMS, Main, or Middle Deck	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	42	42	42	42	42	42	42	42	42	42	42	42	42	42
BEAMS, Lower Deck	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	42	42	42	42	42	42	42	42	42	42	42	42	42	42
BEAMS, Hold, or Orlop	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Average space	42	42	42	42	42	42	42	42	42	42	42	42	42	42
KEELSONS Centre line, single or double plate, bon, or Intercoastal, Plates	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Rider Plate	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Bulb Plate to Intercoastal Keelson	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Double Angle Iron Side Keelson	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Side Intercoastal Plate (Wash)	5	5	5	5	5	5	5	5	5	5	5	5	5	5
do. Angle Irons	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Attached to outside plating with angle iron	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BILGE Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
do. Bulb Iron	6	6	6	6	6	6	6	6	6	6	6	6	6	6
do. Intercoastal plates riveted to plating for length	6	6	6	6	6	6	6	6	6	6	6	6	6	6
BILGE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Bulb Intercoastal plates riveted to plating for length	6	6	6	6	6	6	6	6	6	6	6	6	6	6
SIDE STRINGER Angle Irons	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Bulb for 2/3 length	6	6	6	6	6	6	6	6	6	6	6	6	6	6

The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Bilge stringer and to gunwale, alternately

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

PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/4 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 2 1/2 ins. from centre to centre.

Butts of Two Strakes at Bilge for half length, treble riveted with Butt Straps. 3/4 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double and 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 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, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 4 1/2. 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, 3

Crutches, 2 deep floors

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best iron, and Siemens Martin steel

Manufacturer's name or trade mark, James & Co. Rev. van Keelsons, Rams and Stringers. Stra. Dalzell and Coats, Belk & Strickland

The above is a correct description.

Builder's Signature, MacLachlan & MacCall Ltd

Surveyor's Signature, James Tierpin

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? *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 *Repped as a Schooner with two steel fore masts, an Auxiliary to steam power - Fore and Main masts 70' 9" and 67' 6" extreme by 16" diam. two plates in the round 20 to 16; doubled at partners, and at heels, and plates tested at the steel works. Sizes previously approved.*

Number for Equip-ment Letter for do.	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Weight, Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and)	Ex. Stock.	Test per Certificate				
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <i>good</i> Warp.....	30112	60.5	1 1/2	34 1/2	195 x 1 1/2	30 Apr. 90	27716	10.2.18	12.13.0.14	10	1 May 90		
	20114	135	1 1/2	32 1/2		7 May	27714	9.3.18	11.15.2.14	9 3/4	1 -		
	19210	60.4	3/4	15 1/2	60 x 3/4	6 -	27717	9.3.18	11.4.2.21	8 3/4	1 -		
	Iron Steam Cable or Steel Wire .. Made by Wood Astor & Co. tested at Retherton						All Anchors made by Wood Astor & Co. and tested at Retherton by D. J. Lewis						
	Hempen Str'm Cable						Collective Weights 29.2.0						
	TOWLINE - Hemp or Steel Wire						27715	3.3.46	5.1.7	3 3/4	1 -		
	Hawser						27718	1.2.28	4.1.14	1 3/4	1 -		
	Warp						2nd Kedge	1.0.9		3/4			

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *a dingy*.  
The Windlass is *patent and good* Capstan *good* and Rudder *good* Pumps *good*.  
Engine Room Skylights. How constructed? *with plates and angles* How secured in ordinary weather? *Screw bolts and nuts*.  
What arrangements for deadlights in bad weather? *Solid top with bulls eyes*.  
Coal Bunker Openings. How constructed? *with plates & angles* How are lids secured? *with latch bars* Height above deck? *12 ins.*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 3 freeing ports & 1 spring pipe before the bridge, and 3 scuppers, 3 freeing ports and 1 spring pipe abaft the bridge & side.*  
Cargo Hatchways. How formed? *of plates and angles, coming 39' 2 1/2' 46'* Hatches. If strong and efficient? *yes 3' solid*.  
State size Main Hatch *22' 6" x 14' 0"* Fore hatch *8' 6" x 9' 0"* Quarter hatch *27' 6" x 14' 0"*  
If of extraordinary size, state how framed and secured... *Two deep web plates and 3 fore and afters in the main and quarter hatchways, and one fore & after in fore hatchway* What arrangement for shifting beams? *per Rules*

Order for Special Survey No. *250*  
Date *July 5th 1889*  
Order for Ordinary Survey No. *-*  
Date *-*  
No. *40* in builder's yard.  
State dates of letters respecting this case *July 4th and 13th 1889*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved tracing of midship section forwarded on the 29th ult., and the accompanying approved tracing of longitudinal section; the Secretary's letters dated as above, and the Rules in other respects have been complied with; the framing is of iron, and the outside plating steel. She has a Forecastle 27' 6", a Bridge 48' 0", and a Raised Quarter deck 20' 6" long, a Fore peak tank holding 12 tons, an after peak tank holding 32 tons, a partial double bottom forward 17' 6" with water capacity for 26 tons, and a partial double bottom under engines and boilers 35' 0" long with water capacity for 63 tons, all tested as required by the Rules. The pumping arrangement carried out as approved for similar vessels. The materials used in her construction and the workmanship are very good.*

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

Particulars for Record in R.B. - Length of Poop *20 1/2* ft., R.Q.D. *20 1/2* ft., Bridge Dk., *48* ft., F'castle *27 1/2* ft.; No. of Dks. (excluding spar, awn, &c.) *One*  
Material of dks. *Iron* If spar, awn, dk., &c. *-* Material of spar, awn, dk., &c. *-*; No. of tiers of beams (with and without dks. laid) *One*  
Official No. *100 A 1* Signal Letters *Iron framing, steel plating.*  
I am of opinion this vessel should be Classed *+ 100 A 1*  
The amount of the Entry Fee *£ 2* is received by me, *£ 200*  
Special *£ 21 : 12* *7.6.1890* *9.6.90*  
(to be sent as per margin). Certificate *Grates*  
Travelling Expenses if any, *-*  
Committee's Minute *FRI 13 JUNE 1890* *TUES 16 SEPT 1890*  
Character assigned *Deferred - 100 A 1 Steel Plating*  
*Laid 1 Iron Framing & Steel Plating*  
*+ 2nd 6/90 100 Iron*  
*James Curpin*  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*  
*It is submitted that this vessel appears eligible to be classed 100 A.1. Steel plating & Iron framing as recommended.*  
*N.B. Particulars appended*  
*10/6/90*