

## IRON OR STEEL SHIP.

(Received at London Office)

JULY 25 1890

Date of writing Report

July 22<sup>nd</sup> 1890

Port of

Belfast

No. 3732

Survey held at

Belfast

Date, First Survey

Nov 28<sup>th</sup> 89

Last Survey

July 16<sup>th</sup> 1890

1890

On the

Screw Steamer

Glenarm

Rig

Schooner

TONNAGE under

400.61

ONE, OR TWO DECKED, THREE DECKED VESSEL,

Master

A. Cameron

Do. between Tonnage Dk.

and 3rd, 4th, Spar or

Awning Dk.

Total under Upper Dk.

44.89

No. of Poles

44.89

No. of Ropes

44.89

Do. of Bridge House

40.14

Do. of Houses on Deck

16.65

Do. of excess of Hatchways

21.34

Tonnage

523.66

Space

44.03

Room

222.83

Tonnage

256.80

Beam

25.68

Half Breadth (moulded) ... .. 13.75

Depth from upper part of Keel to top of Upper Deck Beams ... .. 14.25

Girth of Half Midship Frame (as per Rule) ... .. 25.2

1st Number ... .. 53.20

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

Length ... .. 147.87

2nd Number ... .. 9462.6

Proportions— Breadths to Length .. .. 6.4

Depth to Length— Upper Deck to Keel .. .. 12.4

Main Deck ditto ... ..

Year of appointment

Built at

When built

By whom built

Owners

Managers

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Specially Surveyed while Building

Power of

Engines

Horse

No. of Decks with flat laid

No. of Tiers of Beams

Inches. 16ths or 20ths In Ship. Inches. 16ths or 20ths per Rule

Flat Keel Plates, breadth and thickness ... ..

PLATES in Garboard Strakes, br'dth &amp; thickness

From Garboard to upper part of Bilges ... ..

Of d'bling at Bilge, or increased thickness, and length applied

From up. prt of Bilge to l. edge of Sh'rstrake ... ..

Main Sheerstrake, breadth and thickness ... ..

Of d'bling at Sh'stk. &amp; lng. applied

From M'n. to Up. or Spar Dk. Sh'rstrake ... ..

Up. or Spar Dk Sh'rstrake, br'dth &amp; thckn'ss ... ..

Butt Straps to outside plating, breadth &amp; thickness

Lengths of Plating

Shifts of Plating, and Stringers

Gunwale Plate on ends of Awning, Spar, or

Upper Deck Beams, breadth and thickness ... ..

Angle Iron on ditto ... ..

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs

Flat of Up., Spar, or Awning Dk. \*

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck

Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No. ... ..

Tie Plates, outside Hatchways ... ..

Diagonal Tie Plates on Beams, No. of pairs

Flat of Middle Deck\* do. do.

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or

Orlop Beams ... ..

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No. 4 ... ..

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck\*

Ceiling betwixt Decks, thickness and material

in hold do. do.

Main piece of Rudder, diameter at head

do. at heel

Can the Rudder be unshipped afloat?

Bulkheads No. 4 No. per Rule

Thickness of

Height up

How secured to sides of ship

Size of Vertical Angle Irons

Are the outside Plates doubled two spaces of Frames in length?

Riveted through plates with

in. Rivets, about

apart.

And butts properly shifted?

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

Butts of All Strakes at Bilge for entire length, treble riveted with Butt Straps

Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

Edges of Main Sheerstrake, double single riveted.

Butts of Main Sheerstrake, treble riveted for entire length amidships.

Butts of Main Stringer Plate, treble 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

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted

No. of Breasthooks,

Crutches,

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

Manufacturer's name or trade mark,

The above is a correct description.

Surveyor's Signature,

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

ROBERT EDMUND TAYLOR &amp; SON, Commercial and General Steam Printers, 14, Old Street, Goswell Road, London, E.C.

BEL 57-100



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*  
Are the rivet holes well and sufficiently countersunk in the plate and pun from the faying surfaces? *yes*  
Do the holes for riveting plate to frames, butt straps, or Are the rivet holes well and sufficiently countersunk in the plate and pun 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 Scantling Book.  
Putting, 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 Mat  
State also Length and Diameter of Lower Masts and Bowsprit *Rigged as a schooner with two steel pole masts as Auxiliary to steam power. Fore and Main masts, 71' 1" and 68' 1" x 16" diam. Two plates in the round 16 to 18, doubled at the partners and at heels, and plates tested at steel works.*

Number for Equip- ment	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tes Superintendent, Name of Anchor
	Number of Certificate.	Fathoms.	Inches.								
Letter for do. <i>2</i>	<i>20172</i>	<i>195 2 1/2</i>	<i>1 3/8</i>	<i>38.0-0-0</i>	<i>195-17 1/2</i>	<i>21 June 90</i>	<i>27991</i>	<i>13.0-4 1/2</i>	<i>13.0-2 1/2</i>	<i>12</i>	<i>9 June 90</i>
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <i>Good</i>	<i>Makers J. Wood, Aston</i>	<i>19286</i>	<i>60 4 1/2</i>	<i>13 1/8</i>	<i>14.16-0-0</i>	<i>27 June 90</i>	<i>27992</i>	<i>12.1-9 1/4</i>	<i>14.0-0-0</i>	<i>10 1/2</i>	<i>9 June 90</i>
	<i>Iron Steam Cabin or Steel Wire ...</i>				<i>60 x 13 1/8</i>		<i>Collective Weights</i>	<i>35-0-0</i>		<i>34 1/4</i>	
	<i>Hempen Str'm Cable</i>	<i>45</i>	<i>9 1/2</i>		<i>45-8 1/2</i>		<i>Stream</i>	<i>4.0-10 1/2</i>	<i>6.10-0-0</i>	<i>4</i>	<i>9 June 90</i>
	<i>TOWLINE- Hemp or Steel Wire.</i>	<i>90</i>	<i>7</i>		<i>90-6 1/2</i>		<i>Kedge</i>	<i>2.0-9 1/4</i>	<i>12.2-0-0</i>	<i>2</i>	<i>9 June 90</i>
	<i>Hawser</i>	<i>90</i>	<i>5</i>				<i>2nd Kedge</i>	<i>1.0-0-0</i>		<i>1</i>	
	<i>Warp</i>	<i>90</i>	<i>4 1/2</i>								

Standing and Running Rigging *Wire and hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *a* Dingy.  
The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*  
Engine Room Skylights. How constructed? *of plates and angles* How secured in ordinary weather? *Screw bolts and nuts*  
What arrangements for deadlights in bad weather? *Solid top with bulls eye* Height above deck? *15 ins.*  
Coal Bunker Openings. How constructed? *plates & angles* How are lids secured? *with hatch bar*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers and 2 freeing ports*  
the bridge, and 3 Scuppers and 2 freeing ports abate the bridge each side.  
Cargo Hatchways. How formed? *of plates and angles, Comings 33"* Hatches, If strong and efficient? *yes* 3 *bolge* injected  
State size Main Hatch *10' 3" x 12' 0"* Fore hatch *9' 3" x 9' 0"* Quarter hatch *10' 3" x 12' 0"*  
If of extraordinary size, state *one deep web plate and 3 fore duffers in the main* What arrangement for shifting beams? *2 p.u. connection*  
how framed and secured *and after hatchways, and one fore duffer in the hatch*

Order for Special Survey No. *241* DATES of Surveys held while building as per Section 18:  
Date *Dec 6 1889*  
Order for Ordinary Survey No. *...*  
Date *...*  
No. *41* in builder's yard.  
State dates of letters respecting this case *October 31<sup>st</sup> 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 9<sup>th</sup> July, and with the accompanying approved tracing of longitudinal section, the Secretary's dated as above, and the Rules in other respects have been complied with. She has a Forecastle 27 feet, a Bridge 53 feet, and a Raised Quarter deck 93.3 long; a Forepeak tank holding 26 tons; an after peak tank holding 66 tons, and a partial double bottom under the Engines and throughout the After hold, constructed on the Cellular system, 53 feet long, with water capacity 66 tons, all tested as required by the Rules. The pumping arrangements have been carried out as approved for similar vessels. The materials used in her construction, and the workmanship very good.*

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

Particulars for Record in R.B.—Length of Poop — ft., R.Q.D. *93 1/4* ft., Bridge Dk., *53* ft., Forecastle *27* ft.; No. of Dks. (excluding spar, awn, &c.) *6*  
Material of dks. *Steel* If spar, awn, dk., &c. — Material of spar, awn, dk., &c. — No. of tiers of beams (with and without dks. laid) *62 1/2*  
Official No. *96265* Signal Letters *+ 100 A 1 Steel*  
I am of opinion this Vessel should be Classed *+ 100 A 1 Steel*  
The amount of the Entry Fee .....£ *2* : : : is received by me, *J. C. P.*  
Special .....£ *24* : 6 : :  
(to be sent as per margin). Certificate. *Gratis* : :  
Travelling Expenses (if any, £ —) : :  
Committee's Minute  
Character assigned  
*Larcp*  
*+ Amb 7/90*  
*100A 1 Steel*  
*12k Steel*  
*well deck*  
*TUES 29 JULY 1890*  
*James Curpin*  
*Surveyor to Lloyd's Register of British and Foreign Ships*  
*It is submitted that this vessel appears eligible to be Classed 100.A.1. (Steel) as recommended by the Rules.*  
*100.A.1. (Steel)*  
*T.B. (Particulars appended)*  
*McL 26*