

# IRON SHIP.

(Received at London Office, THUR 15 OCT 1885)

No. 1151 Survey held at Glasgow Date, First Survey 17<sup>th</sup> April Last Survey 14<sup>th</sup> October 1885  
On the Iron Sailing Ship "Lismore"

TONNAGE under Tonnage Deck } 1588.86  
Ditto of Third Spar, on Lower Deck }  
Ditto of Poop, or Raised Quarter }  
Ditto of Houses on Deck }  
Ditto of Forecastles }  
Gross Tonnage } 1675.53  
Less Crew Space } 77.91  
Net Tonnage } 1597.62  
Register Tonnage as out on Beam } 1597.62

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.  
Half Breadth (moulded) ... 19.33  
Depth from upper part of Keel to top of Upper Deck Beams ... 25.25  
Girth of Half Midship Frame (as per Rule) ... 39.25  
1st Number ... 83.83  
2nd Number ... 20370  
Length ... 243.0  
Proportions— Breadths to Length ... 6.29  
Depths to Length—Upper Deck to Keel ... 9.61  
Main Deck ditto ...

Master A. Cavell  
Built at Whiteinch, Glasgow  
When built 1885 Launched 22<sup>nd</sup> Sep. 1885  
By whom built C. Connell & Co.  
Owners J. Gardiner & Co.  
Residence Glasgow  
Port belonging to Glasgow  
Destined Voyage Melbourne  
If Surveyed while Building, Afloat, or in Dry Dock. Built under Special Survey

LENGTH on deck as per Rule ... 243.0 BREADTH Moulded ... 38.9 DEPTH top of Floors to Upper Deck Beams ... 23.25 Power of Engines ... 24  
Dimensions of Ship per Register, length, 255.0 breadth, 39.0 depth, 22.9 Moulded depth 24.6

	Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule	16ths per Rule		Inches in Ship	Inches in Ship	16ths in Ship	Inches per Rule	Inches per Rule	16ths per Rule
KEEL, depth and thickness	9 1/2	2 1/2	8	9 1/2	2 1/2	8	Flat Keel Plates, breadth and thickness	36	12	36	12		
STEM, moulding and thickness	9 1/2	2 1/2	8	9 1/2	2 1/2	8	PLATES in Garboard Strakes, br'dth & thickness	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4		
STERN-POST for Rudder do. do.	9 1/2	2 1/2	8	9 1/2	2 1/2	8	" From Garboard to upper part of Bilges	38 1/2	16	38 1/2	16		
" " for Propeller	2 1/2	2 1/2	8	2 1/2	2 1/2	8	" Of d'bling at Bilge, or increased thickness, and length applied	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4		
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 1/2	2 1/2	8	2 1/2	2 1/2	8	" From up. prt of Bilge to l. edge of Sh'rstrake	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4	Alt 10 1/4		
FRAMES, Angle Iron, for 1/2 length amidships	5 3/4	8	5 3/4	8	5 3/4	8	" Main Sheerstrake, breadth and thickness	40	13	40	13		
Do. for 1/2 at each end	5 3/4	8	5 3/4	8	5 3/4	8	" Of d'bling at Sh'stk. & lng. applied	15 1/2	14	15 1/2	14		
REVERSED FRAMES, Angle Iron	5 3/4	8	5 3/4	8	5 3/4	8	" From M'n to Up. or Spar Dk. Sh'rstrake						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	10	2 1/2	10	2 1/2	10	" Upper Spar Dk. Sh'rstrake, breadth & thickness	19-10	14-8	19-9 1/2	14-8		
" thickness at the ends of vessel	12 1/4	8	12 1/4	8	12 1/4	8	Butt Straps to outside plating, breadth & thickness	6 spars	5 spars	6 spars	5 spars		
" depth at 3/4 the half-bdth. as per Rule	49	49	49	49	49	49	Lengths of Plating	2	1	2	1		
" height extended at the Bilges	49	49	49	49	49	49	Shifts of Plating, and Stringers	50	10	50	10		
BEAMS, Upper, Spar, or Awning Deck	9	9	9	9	9	9	Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	5 1/2 x 4 x 9	5 1/2 x 4 x 9	5 1/2 x 4 x 9	5 1/2 x 4 x 9		
Single or double Angle Iron Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	Angle Iron on ditto	14	10	14	10		
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	Tie Plates fore and aft, outside Hatchways	14	10	14	10		
Average space	48	48	48	48	48	48	Diagonal Tie Plates on Beams No. of Pairs	4	4	4	4		
BEAMS, Main, or Middle Deck	9 1/2	9	9 1/2	9	9 1/2	9	Flat of Up., Spar, or Awning Dk.	As required					
Single or double Angle Iron Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	How fastened to Beams						
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	Stringer Plate on ends of Main or Middle Deck						
Average space	48	48	48	48	48	48	Beams, breadth and thickness						
BEAMS, Hold, or Orlop	9 1/2	9	9 1/2	9	9 1/2	9	In the Stringer Plate attached to the outside plating?						
Single or double Angle Iron Plate or Tee Bulb Iron	3 1/2	7	3 1/2	7	3 1/2	7	Angle Irons on ditto, No.						
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	Tie Plates, outside Hatchways						
Average space	48	48	48	48	48	48	Diagonal Tie Plates on Beams, No. of pairs						
KEELSONS Centre line, single or double plate, box or intercostal, plates	18	13	18	13	18	13	Flat of Middle Deck* do						
" Rider Plate	12	13	12	13	12	13	How fastened to Beams						
" Bulb Plate to Intercostal Keelson	5 1/2	4	9	5 1/2	4	9	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	35	9	35	9		
" Angle Irons	5 1/2	4	9	5 1/2	4	9	Is the Stringer Plate attached to the outside plating?						
" Double Angle Iron Side Keelson	5 1/2	4	9	5 1/2	4	9	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9	4 x 4 x 9		
" Side Intercostal Plate	3	3	7	3	3	7	Stringer or Tie Plates, outside Hatchways	14	9	14	9		
" Attached to outside plating with angle iron	5 1/2	4	9	5 1/2	4	9	Flat of Lower Deck*	3	3	3	3		
BILGE Angle Irons	5 1/2	4	9	5 1/2	4	9	Diagonals at masts						
" Bulb Iron	5 1/2	4	9	5 1/2	4	9	Ceiling betwixt Decks, thickness and material	7 x 2	1/2	7 x 2	1/2		
" Intercostal plates riveted to plating for length	9 1/2	9	9 1/2	9	9 1/2	9	" in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2		
BILGE STRINGER Angle Irons	5 1/2	4	9	5 1/2	4	9	Main piece of Rudder, diameter at head	6 3/4	6 3/4	6 3/4	6 3/4		
" Bulb Intercostal plates riveted to plating for 1/2 length	9 1/2	9	9 1/2	9	9 1/2	9	do. at heel	3 1/2	3 1/2	3 1/2	3 1/2		
SIDE STRINGER Angle Irons	5 1/2	4	9	5 1/2	4	9	Can the Rudder be unshipped afloat?	Yes					
" Bulb Intercostal plates riveted to plating for 1/2 length	9 1/2	9	9 1/2	9	9 1/2	9	Bulkheads No. 1 No. per Rule	1 1/2	1 1/2	1 1/2	1 1/2		
The FRAMES extend in one length from middle line to gunwale							" Thickness of Upper deck						
The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale							" Height up						
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes						" How secured to sides of ship	Double frames					
PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 ins. from centre to centre.							" Size of Vertical Angle Irons	5 x 3 1/2 x 9/16	and distance apart	30	ins.		
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.							" Are the outside Plates doubled two spaces of Frames in length?	Yes					
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.													
" Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 8/16 thicker than the plates they connect.													
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.													
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.													
" Edges of Main Sheerstrake, double or single riveted.													
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.													
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.													
" Breadth of laps of plating in double riveting	5 1/4												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	Double & treble												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Best												
Manufacturer's name or trade mark, James P. & Sons - Glasgow													
The above is a correct description.													
Builder's Signature, Charles Connell & Co.													
Surveyor's Signature, Res. L. Smith													

State clearly where plating is of alternate thickness—as distinguished from uniform thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



7151 gbs

Planned

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?  
Are the fillings between the ribs and plates solid single pieces?  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?  
Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *Don* 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  
*The spars are in accordance with approved description attached hereto. The iron has been tested as required by the Rules & found good. Iron brand.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtdt.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtdt.
SAILS.												
CABLES, &c.												
Chain		270	1 1/16	94.5	270-1 1/16	10/9/85	Bower Anchors	1	37.2.0	34.2.2.0	36.2.0	1/7/85
Fore Sails,							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	36.3.14	33.13.1.21	36.2.0	3/7/85
Fore Top Sails,		75	1 1/16	30.4	75-1 1/16	6/7/85		1	32.1.0	30.6.1.0	31.0.0	3/7/85
Fore Topmast Stay Sails,		15	11	20.3	90-11							
Main Sails,		75	3 1/16	26.0	90-11	5/9/85	Stream Anchor	1	11.2.21	13.12.2.0	11.1.0	1/7/85
Main Top Sails,		90	10 1/2		90-10 1/2		Kedge	1	5.2.21	8.0.2.14	5.2.0	23/7/85
Warp		90	6 1/2		90-6 1/2		2nd Kedge	1	2.3.7	5.7.2.0	2.3.0	9/9/85
quality		90	8									

Standing and Running Rigging *Wire & Ropes* sufficient in size and *good* in quality. She has *1 Life* Long Boat and *30* other

The Windlass is *Clarke, Chapman & Co.* Capstan *good* 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? *5 Scupper ports, 4 Moring pipes, & 4 Scuppers on each side.*

Cargo Hatchways.—How formed? *Iron coamings*

State size Main Hatch *15' 10" x 10' 11" x 21" high* Fore hatch *7' 10" x 6' 11" x 21" high* Quarter hatch *7' 0" x 6' 0" x 21" high*

If of extraordinary size, state how framed and secured? *None so*

What arrangement for shifting beams? *Not planed in Main Hatch*

Hatches, If strong and efficient? *Yes, solid*

Order for Special Survey No. *2020*

Date *14<sup>th</sup> April 1885*

Order for Ordinary Survey No. *143*

Date *14<sup>th</sup> April 1885*

No. *143* in builder's yard.

State dates of letters respecting this case

1st. On the several parts of the frame, when in place, and before the plating was wrought } *April 17. 22. 28. 30. May 6. 11. 15. 22. 27. June*  
2nd. On the plating during the process of riveting } *1. 4. 10. 18. 24. 30. July 2. 7. 13. 15.*  
3rd. When the beams were in and fastened, and before the decks were laid.... } *28. Aug 5. 13. 17. 20. 31. Sept 3. 9. 14. 17.*  
4th. When the ship was complete, and before the plating was finally coated or cemented.. } *22. 28. October 7. 12. 14*  
5th. After the ship was launched and equipped  
*13<sup>th</sup> April 1885.*

General Remarks (State quality of workmanship, &c.)

*The workmanship is good and the vessel has been constructed in accordance with the approved sketch of midship section. The approved description of spars and sketch of chain plate are enclosed herewith, together with two forging reports. The fore part has been tested as required and found satisfactory.*

*Forecastle 32' 0" Iron bulkhead at front 3" thick. Coaming 23 x 7/8*  
*Poop 38' 0" Iron bulkhead at front 3" thick. Coaming 23 x 7/8, 1 door (iron)*  
*deck extending 4' 0" in front of bulkhead, iron wing houses.*

State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, raised quarter-deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed *100 A. 1. 2 decks, 2 tiers of frames.*

The amount of the Entry Fee .....£ *4* : : is received by me, *(Signature)*  
Special .....£ *64* : *19* : *13/10/ 1885*

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £.....)

Committee's Minute

Character assigned

FRIDAY 16 OCT 1885

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Surveyor to Lloyd's Register of British and Foreign Shipping.  
*It is submitted that the vessel appears eligible to be classed 100A. 1. as recommended.*  
*20th*

Lloyd's Register Foundation