

IRON SHIP.

(Received at London Office, THUR 15 OCT 1885)

No. 4151 Survey held at Glasgow Date, First Survey 17th April Last Survey 14th October 1885
On the Iron Sailing Ship "Lismore"

TONNAGE under Tonnage Deck } 1588.50
 Ditto of Third Spar, or on Lower Deck }
 Ditto of Poop, or Raised Quarter } 27.46
 Ditto of Houses on Deck } 49.09
 Ditto of Forecastles } 1675.53
 Gross Tonnage }
 Less Crew Space } 77.91
 Less Engine Room } 1597.62
 Register Tonnage as out on Beam }

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 J. Cavell
 Built at Whiteinch, Glasgow
 When built 1885 Launched 22nd 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 ... 23.2 1/2 **Power of Engines** ... 24 **N° of Decks with flat laid** 2 **N° of Tiers of Beams** 2
 Dimensions of Ship per Register, length, 255.0 breadth, 39.0 depth, 22.9 Moulded depth 24' 6"

	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule	16ths in Ship	16ths per Rule
KEEL , depth and thickness	9 1/2	9 1/2	8	8	8	8
STEM , moulding and thickness	9 x 2 1/2	9 x 2 1/2	7	7	7	7
STERN-POST for Rudder do. do.	9 x 2 1/2	9 x 2 1/2	7	7	7	7
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	8	8	8	8
FRAMES , Angle Iron, for 1/2 length amidships	5 3/2	5 3/2	8	8	8	8
Do. for 1/4 at each end	3 1/2	3 1/2	7	7	7	7
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	7	7	7	7
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2	10	10	10	10
thickness at the ends of vessel	1 1/2	1 1/2	8	8	8	8
depth at 3/4 the half-bdth. as per Rule	4 1/2	4 1/2	7	7	7	7
height extended at the Bilges	4 1/2	4 1/2	7	7	7	7
BEAMS , Upper, Spar, or Awning Deck	9	9	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	7	7	7	7
Average space	48	48	7	7	7	7
BEAMS , Main, or Middle Deck	9 1/2	9 1/2	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	7	7	7	7
Average space	48	48	7	7	7	7
BEAMS , Hold, or Orlop	9 1/2	9 1/2	9	9	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	7	7	7	7
Average space	48	48	7	7	7	7
KEELSONS Centre line, single or double plate, box, or intercostal, plates	18	18	13	13	13	13
Rider Plate	12	12	13	13	13	13
Bulb Plate to Intercostal Keelson	5 1/2	5 1/2	4	4	4	4
Angle Irons	5 1/2	5 1/2	4	4	4	4
Double Angle Iron Side Keelson	5 1/2	5 1/2	4	4	4	4
Side Intercostal Plate	3	3	7	7	7	7
Attached to outside plating with angle iron	3	3	7	7	7	7
BILGE Angle Irons	5 1/2	5 1/2	4	4	4	4
do Bulb Iron	5 1/2	5 1/2	4	4	4	4
do Intercostal plates riveted to plating for length	5 1/2	5 1/2	4	4	4	4
BILGE STRINGER Angle Irons	5 1/2	5 1/2	4	4	4	4
Bulb Intercostal plates riveted to plating for 1/2 length	9 1/2	9 1/2	9	9	9	9
SIDE STRINGER Angle Irons	5 1/2	5 1/2	4	4	4	4

The **FRAMES** extend in one length from midline to gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to gunwale and to heads 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 1/8 in. diameter, averaging 5 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 2/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 2/8 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 2/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 2/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edge of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length
 Breadth of laps of plating in double riveting 5/4 Breadth of laps of plating in single riveting
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Both No. of Breasthooks, 6 Crutchea, 6
 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. Bar & Sons - Middlebury, Vt. & Boston, Mass.
 The above is a correct description.
 Builder's Signature, Charles Connell & Co Surveyor's Signature, Res. L. Smith
 Surveyor to Lloyd's Register of British and Foreign Shipping.

7151 gbs

Planned

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

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? *A few*

Masts, Bowsprit, Yards, &c., are *Done* 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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
	Fore Sails,	Chain	270	1 1/2	94.5 87.5	270-1 1/2	10/9/85	Bower Anchors	1	37.2.0	34.2.2.0	36.2.0	1/7/85	
	Fore Top Sails,	Iron Stream Chain	75	1 1/2	30.4 20.3	75-1 1/2	6/7/85	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	36.3.14	33.13.121	36.2.0	3/7/85	
	Fore Topmast Stay Sails,	on Steel Wire	<i>Treated at Sunderland by J. Hartness</i>							1	32.1.0	30.6.1.0	31.0.0	3/7/85
	Main Sails,	Towline, Hemp.	15	11		90-11			<i>Treated at Sunderland by J. Hartness</i>					
	Main Top Sails,	or Steel Wire	75	3 1/2	26.0		5/9/85	Stream Anchor	1	11.2.21	13.12.2.0	11.1.0	1/7/85	
		Hawser	90	10 1/2		90-10 1/2		Kedge	...	5.2.21	8.0.2.14	5.2.0	23/7/85	
		Warp	90	6 1/2		90-6 1/2		2nd Kedge	...	2.3.7	5.7.2.0	2.3.0	9/9/85	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *10* 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 Draining 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* **Forehatch** *7.10 x 6.11 x 21" high* **Quarterhatch** *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 *14th April 1885*

Order for Ordinary Survey No. *143*

No. *143* in builder's yard.

State dates of letters respecting this case *13th April 1885.*

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

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, *one* span, *on* or *under* deck; and the lengths of poop, bridge, forecabin, *enclosed* 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. Edgels, 2 tiers of frames.*

The amount of the Entry Fee£ *4* : - : - is received by me, *(Signature)*

Special£ *64* : *19* : - *13/10/ 1885* *(Signature)*

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

(Travelling Expenses, if any, £.....)

Committee's Minute

Character assigned *100 A.1. Edgels*

FRIDAY 16 OCT 1885

18

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

It is submitted that the vessel appears eligible to be classed *100 A.1. as recommended.*

20th

Surveys are requested not to write on or below the space for Committee's Minute.