

IRON SHIP.

(Received at London Office, 31 Dec 1883)

No. *8584* Survey held at *Port Glasgow* Date, First Survey *3rd April 83* Last Survey *18th Dec 83*
On the *Sew "Pochard"*

TONNAGE under Tonnage Deck *1005.84*
Ditto of Third, Spar, or Awning Deck *18.64*
Ditto of Poop, or Raised Or. Dk. *72.83*
Ditto of Houses on Decks *37.85*
Ditto of Forecastle *1135.21*
Gross Tonnage *1090.12*
Less Crew Space *45.09*
Less Engine Room *447.07*
Register Tonnage as out on Beam *643.05*

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING DECKED VESSEL,~~
Half Breadth (moulded) *16.50*
Depth from upper part of Keel to top of Upper Deck Beams *18.83*
Girth of Half Midship Frame (as per Rule) *31.07*
1st Number *66.40*
~~1st Number, if a 3 Decked Vessel deduct 1 foot~~
Length *258.6*
2nd Number *171.71*
Proportions— Breadths to Length *7.83*
Depths to Length— Upper Deck to Keel *13.73*
Main Deck ditto

Master *Miller*
Built at *Port Glasgow*
When built *1883* Launched *16 Nov 1883*
By whom built *D. Dunlop & Co*
Owners *Cork Steamship Co*
Residence *Cork*
Port belonging to *Cork*
Destined Voyage *Tonning*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *258* Feet. *7* Inches. BREADTH— Moulded *33* Feet. *0* Inches. DEPTH top of Floors to Upper Deck Beams *15* Feet. *8* Inches. Do. do. Main Deck Beams *15* Feet. *8* Inches. Power of Engines *250* Horse. N° of Decks with flat laid *2* N° of Tiers of Beams *2*

Dimensions of Ship per Register, length, *260.2* breadth, *33.15* depth, *15.4*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	FLAT KEEL PLATES, breadth and thickness	<i>36</i>	<i>11</i>
STEM, moulding and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>36</i>	<i>11</i>
STERN-POST for Rudder do. do.	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	From Garboard to upper part of Bilges	<i>9' 10"</i>	<i>9' 10"</i>
" " for Propeller	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>38 plates for 1/2"</i>	
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	From up. prt of Bilge to l. edge of Sh'rstrake	<i>10</i>	<i>10</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>4</i>	<i>3</i>	Main Sheerstrake, breadth and thickness	<i>40</i>	<i>12</i>
Do. for 1/3 at each end	<i>4</i>	<i>3</i>	Of d'bling at Sh'stk. & lng. applied	<i>35' length</i>	<i>30</i>
REVERSED FRAMES, Angle Iron	<i>3</i>	<i>3</i>	From M'n to Up. or Spar Dk. Sh'rstrake	<i>16' x 10' 4" 12' 12'</i>	<i>10</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>7</i>	<i>3</i>	Up. or Spar Dk. Sh'rstrake, br'dth & thickness	<i>11' 1/2 x 10' 4" 12' 12'</i>	<i>10</i>
" thickness at the ends of vessel	<i>7</i>	<i>3</i>	Butt Straps to outside plating, breadth & thickness	<i>12</i>	<i>10 1/2</i>
" depth at 2/3 the half-bdth. as per Rule	<i>7</i>	<i>3</i>	Lengths of Plating	<i>2' 3" 4' 4' 4' 4'</i>	<i>2' 3" 4' 4' 4' 4'</i>
" height extended at the Bilges	<i>7</i>	<i>3</i>	Shifts of Plating, and Stringers	<i>2' 3" 4' 4' 4' 4'</i>	<i>2' 3" 4' 4' 4' 4'</i>
BEAMS, Upper, Spar, or Awning Deck	<i>8</i>	<i>8</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>37</i>	<i>10</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Angle Iron on ditto	<i>5 x 4 x 9/16</i>	<i>5 x 4 x 9/16</i>
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Tie Plates fore and aft, outside Hatchways	<i>13</i>	<i>9</i>
Average space	<i>48</i>	<i>48</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>13</i>	<i>9</i>
BEAMS, Main, or Middle Deck	<i>8</i>	<i>8</i>	Flat of Up., Spar, or Awning Dk. * <i>P. Pine</i>	<i>3</i>	<i>3</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	How fastened to Beams <i>Solid with screws & bolts</i>	<i>32</i>	<i>9</i>
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Stringer Plate on ends of Main or Middle Deck	<i>32</i>	<i>9</i>
Average space	<i>48</i>	<i>48</i>	Beams, breadth and thickness	<i>32</i>	<i>9</i>
BEAMS, Lower Deck	<i>8</i>	<i>8</i>	Is the Stringer Plate attached to the outside plating? <i>Yes</i>	<i>4</i>	<i>4</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	Angle Irons on ditto, No. <i>2</i>	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Tie Plates, outside Hatchways	<i>13</i>	<i>9</i>
Average space	<i>48</i>	<i>48</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>13</i>	<i>9</i>
BEAMS, Hold, or Orlop	<i>8</i>	<i>8</i>	Flat of Middle Deck* do. do. <i>P. Pine</i>	<i>3</i>	<i>3</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	How fastened to Beams <i>Solid with screws & bolts</i>	<i>32</i>	<i>9</i>
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>32</i>	<i>9</i>
Average space	<i>48</i>	<i>48</i>	Is the Stringer Plate attached to the outside plating? <i>Yes</i>	<i>4</i>	<i>4</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>5</i>	<i>4</i>	Angle Irons on ditto, No.	<i>4 x 4 x 9/16</i>	<i>4 x 4 x 9/16</i>
" Rider Plate	<i>5</i>	<i>4</i>	Stringer or Tie Plates, outside Hatchways	<i>13</i>	<i>9</i>
" Bulb Plate to Intercoastal Keelson	<i>5</i>	<i>4</i>	Flat of Lower Deck*	<i>3</i>	<i>3</i>
" Angle Irons	<i>5</i>	<i>4</i>	Ceiling betwixt Decks, thickness and material <i>P. Pine</i>	<i>2</i>	<i>2</i>
" Double Angle Iron Side Keelson	<i>5</i>	<i>4</i>	" in hold do. do. <i>2 1/2 x 3</i>	<i>2 1/2</i>	<i>2 1/2</i>
" Side Intercoastal Plate	<i>5</i>	<i>4</i>	Main piece of Rudder, diameter at head	<i>6 1/2</i>	<i>6 1/2</i>
" do. Angle Irons	<i>5</i>	<i>4</i>	do. at heel	<i>3 1/2</i>	<i>3 1/2</i>
" Attached to outside plating with angle iron	<i>5</i>	<i>4</i>	Can the Rudder be unshipped afloat? <i>Yes</i>	<i>3 1/2</i>	<i>3 1/2</i>
BILGE Angle Irons	<i>5</i>	<i>4</i>	Bulkheads No. <i>5</i> No. per Rule <i>5</i>	<i>6 1/2</i>	<i>6 1/2</i>
" do. Bulb Iron	<i>5</i>	<i>4</i>	" Thickness of <i>6 1/2</i>	<i>6 1/2</i>	<i>6 1/2</i>
" do. Intercoastal plates riveted to plating for length	<i>5</i>	<i>4</i>	" Height up <i>Upper Deck</i>	<i>6 1/2</i>	<i>6 1/2</i>
BILGE STRINGER Angle Irons	<i>5</i>	<i>4</i>	How secured to sides of ship <i>By double frame angle iron</i>	<i>6 1/2</i>	<i>6 1/2</i>
Intercoastal plates riveted to plating for length	<i>5</i>	<i>4</i>	Size of Vertical Angle Irons <i>3 x 3 x 1/4</i> and distance apart <i>30</i> ins.	<i>6 1/2</i>	<i>6 1/2</i>
SIDE STRINGER Angle Irons	<i>5</i>	<i>4</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	<i>6 1/2</i>	<i>6 1/2</i>

The FRAMES extend in one length from *middle line* to *Poof Bridge & Forked DE* Riveted through plates with *7/8* in. Rivets, about *7* apart.
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper & lower stringers* and to *lower & upper stringers* 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 1/8* in. diameter, averaging *5 5/8* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from centre to centre.
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 *1/16* 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 3/4* 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. 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 *1/2* length amidships.
Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.
Breadth of laps of plating in double riveting *5 1/4* in Breadth of laps of plating in single riveting *5 1/4* in
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *1* No. of Breasthooks, *3* Crutches, *3*
at description of *Iron* is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good - Plates - Wooded Iron*
Manufacturer's name or trade mark, *Angles - Middlesboro Iron Works - & Stockton Iron Co*
The above is a correct description.
Builder's Signature, *David S. Dunlop & Co* Surveyor's Signature, *J. S. Searle*
Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
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? *Yes: a few only at the butts.*

Masts, Bowsprit, Yards, &c., are *Steel & Iron* 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
Two plates in the round - Masts dished at deck
Foremast - 88 *2 1/2 x 10 1/2 22 x 10 1/2 13 x 9 1/2* Butts double riveted - Landings double riveted
Main " 91 3/4 *2 1/2 x 10 1/2 22 x 10 1/2 13 x 9 1/2* Materials: - *Swedish Martin's Steel*
Mizen " 73 3/4 *18 x 10 1/2 18 x 10 1/2 10 x 9 1/2*

NUMBER for EQUIPMENT 18-888		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
N ^o .	CABLES, &c.											
Fore Sails,	Chain 3708	135 1/2	1 5/8	47 1/2 x 166 1/2	270.1	1 1/2	Bower Anchors	2188	25.1.20	25.3.3.0		
Fore Top Sails,	Iron Stream Chain 368	75	1"	18-27	75.1			7514	25.1.1	25.1.2.7		
Fore Topmast Stay Sails,	or Steel Wire ..							7662	22.0.10	22.9.0.0	cut	
	or Hempen Strm Cable ..							Total	72.3.3	Total	72 3/4	
Main Sails,	Towline, Hemp.	90	10		90.10		Stream Anchor	7663	8.2.18	10.16.0.0	8 1/2	
Main Top Sails,	or Steel Wire ..						Kedge	7664	4.1.19	6.16.1.0	4 1/4	
and	Hawser ..	90	8 1/2		90.8 1/2		2nd Kedge	7665	2.1.14	4.17.2.0	2 1/4	
	Warp ..	75	7		90.6							
	quality <i>Good</i>	165	6									

Standing and Running Rigging *wire shroud* is sufficient in size and *good* in quality. She has *4* Long Boat *Sand*
The Windlass is *Iron patent* Capstan *Good* and Rudder *Good* Pumps *Good & sufficient*
Engine Room Skylights.—How constructed? *Iron casing. Tack over* How secured in ordinary weather? *With screw bolts*
What arrangements for deadlights in bad weather? *Glass hulls eyes*
Coal Bunker Openings.—How constructed? *Cast iron rim* How are lids secured? *Bayonet coupling* Height above deck? *Flush*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Five Scuppers and 4 water ports also 3 mooring pipes on each side*
Cargo Hatchways.—How formed? *Deep plate crammings and headledgs*
State size Main Hatch *20' x 10'* Forehatch *18' x 10'* Quarterhatch *14' x 10'*
If of extraordinary size, state how framed and secured? *Deep fore and aft plate crammings and crammings*
What arrangement for shifting beams? *A deep webplate beam in each hatchway*
Hatches, If strong and efficient? *Yes Solid V. Pine 3 1/2 inches thick*

Order for Special Survey No. *1157*
Date *20th March*
Order for Ordinary Survey No. *168*
Date *12/3/83*
No. *168* in builder's yard.
State dates of letters respecting this case *12/3/83 14/9/83 7/11/83 2/10/83*
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
1883:— Apr 3.7.18; May 1; June 1.7. 12.18.26; July 24; Aug 3.9.15.29.30. 31; Sept 12.38; Oct 6.9.19.24.29; Nov 1.3.6.9.16.23.26; Dec 1.3. 14 and 18

General Remarks (State quality of workmanship, &c.) *This is an iron screw steamer—with a double bottom framed on the cellular system—the transverse frames being continuous and the longitudinal frames worked intercostally—the latter being lightened by a man hole in every space. She is built in accordance with the approved plans attached hereto and with the Rules generally. The waterballast tanks have been tested with water pressure to the height of the load water line and found satisfactory. The deck openings have been well protected and the deck erections sufficiently strengthened. The workmanship is good.*

State if one, two, or three decked vessel, or if span 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 *Paint and Cement* Outside *Paint & Composition*
I am of opinion this Vessel should be Classed *100 A 1*
The amount of the Entry Fee£ *44: 0: 0* is received by me, *L. J. Hearle*
Special£ *52: 5: 0* 28/12/1883
(to be sent as per margin). Certificate ... *Gratis*
(Travelling Expenses, if any, £ *None*)
Committee's Minute
Character assigned *100 A 1*
1 DE PR VRA

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

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