

IRON SHIP.

No. **9020** Survey held at **Port Glasgow** Date, First Survey **4th May 1885** Last Survey **19th Oct 1885**
On the **Screw Schooner "Captain McClure"** (38 tons)

Tonnage under Tonnage Deck	416
Ditto of Third, Spar, & Aft-Deck	13.18
of Poop or Raised Qr. Dk.	44.21
Ditto of Houses on Deck	30.06
Ditto of Fore-castle	
Gross Tonnage	503.45
Less Crew Space	22.02
	481.43
Less Engine Room	177.21
Register Tonnage as cut on Beam	304.22

ONE OR TWO DECKED, THREE DECKED VESSEL,	
SPAR OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	11.75
Depth from upper part of Keel to top of Upper Deck Beams	15.7
Girth of Half Midship Frame (as per Rule)	24.25
1st Number	57.7
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	168.9
2nd Number	8737.13
Proportions— Breadths to Length	7.18
Depths to Length— Upper Deck to Keel	10.75
Main Deck ditto	

Master **William Dalton**
 Built at **Port Glasgow**
 When built **1885** Launched **10th Sept**
 By whom built **Murdoch & Munay**
 Owners **Michael Murphy & Co.**
 Residence **Dublin**
 Port belonging to **Dublin**
 Destined Voyage **Coasting**
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building under S.D.

LENGTH on deck as per Rule	168	BREADTH— Moulded	23	DEPTH top of Floors to Upper Deck Beams	14	Power of Engines	90	% of Decks with flat laid	One
	11		6	Do. do. Main Deck Beams	6			Nº of Tiers of Beams	One

Dimensions of Ship per Register, length	169.9	breadth	23.6	depth	14.2	Moulded depth	15.2
KEEL, depth and thickness	7 1/4 x 1 7/8	Inches in Ship	7 1/4	Inches per Rule	1 7/8	Flat Keel Plates, breadth and thickness	33
STEM, moulding and thickness	6 1/2 x 1 7/8		6 1/2		1 7/8	PLATES in Garboard Strakes, br'dth & thickness	30
STERN-POST for Rudder do. do.	6 1/2 x 3 3/4		6 1/2		3 3/4	From Garboard to upper part of Bilges	7
" " for Propeller	6 1/2 x 3 3/4		6 1/2		3 3/4	" Of d'bling at Bilge, or increased thickness, and length applied	
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21			" From up. prt of Bilge to lr. edge of Sh'rstrake	7
FRAMES, Angle Iron, for 2/3 length amidships	3	3	6	3	3	" Main Sheerstrake, breadth and thickness	36
Do. for 1/3 at each end	3	3	5	3	3	" Of d'bling at Sh'stk. & lng. applied	29
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	" From M'n. to Upr. or Spar Dk. Sh'rstrake	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2	6	1 1/2	6		" Up. or Spar Dk Sh'rstrake, brdth & thck'n'ss.	14 1/2 x 7/8
" thickness at the ends of vessel	1 1/2	7 1/2	1 1/2	7 1/2		Butt Straps to outside plating, breadth & thickness	5 do.
" depth at 3/4 the half-bdth. as per Rule	7 1/2		7 1/2			Lengths of Plating	2 1/2 ft
" height extended at the Bilges	2 1/2		2 1/2			Shifts of Plating, and Stringers	2 1/2 ft
BEAMS, Upper, Spar, or Awning Deck	4	2 1/2	6	4	2 1/2	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	2 1/2 x 7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Angle Iron on ditto	3 1/2 x 3 x 6
Single or double Angle Iron on Upper edge						Tie Plates fore and aft, outside Hatchways	
Average space	21		21			Diagonal Tie Plates on Beams No. of Pairs	
BEAMS, Main, or Middle Deck						Flat of Up., Spar, or Awning Dk.	5
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						How fastened to Beams	Riveted
Single or double Angle Iron, on Upper Edge						Stringer Plate on ends of Main or Middle Deck	
Average space						Beams, breadth and thickness	
BEAMS, Lower Deck						Is the Stringer Plate attached to the outside plating?	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						Angle Irons on ditto, No.	
Single or double Angle Iron on Upper Edge						Tie Plates, outside Hatchways	
Average space						Diagonal Tie Plates on Beams, No. of pairs	
BEAMS, Hold, or Orlop						Flat of Middle Deck* do. do.	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						How fastened to Beams	
Single or double Angle Iron on Upper Edge						Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	21 6
Average space						Is the Stringer Plate attached to the outside plating?	Yes as reqd
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	11	19	11	9		Angle Irons on ditto, No. 4	13 1/2 x 3 x 6
" Rider Plate	7 3/4	9	7 3/4	9		Stringer or Tie Plates, outside Hatchways	13 1/2 x 3 x 7
" Bulb Plate to Intercostal Keelson	3 1/2	3	3 1/2	3	6	Flat of Lower Deck*	
" Angle Irons	3 1/2	3	3 1/2	3	6	Ceiling betwixt Decks, thickness and material	2
" Double Angle Iron Side Keelson						" in hold do. do.	2 1/2
" Side Intercostal Plate	2 1/2	2 1/2	5	2 1/2	2 1/2	Main piece of Rudder, diameter at head	4 1/2
" do. Angle Irons	2 1/2	2 1/2	5	2 1/2	2 1/2	do. at heel	3 1/2
" Attached to outside plating with angle iron						Can the Rudder be unshipped afloat?	Yes
BILGE Angle Irons	3 1/2	3	6	3 1/2	3	Bulkheads No. Four	
" do. Bulb Iron						" Thickness of	4 1/2
" do. Intercostal plates riveted to plating for length						" Height up	upper deck
BILGE STRINGER Angle Irons	3 1/2	3	6	3 1/2	3	" How secured to sides of ship	Double frames
Intercostal plates riveted to plating for length						" Size of Vertical Angle Irons	3 x 3 x 6 and distance apart 30 ins.
SIDE STRINGER Angle Irons	3 1/2	3	6	3 1/2	3	" Are the outside Plates doubled two spaces of Frames in length?	Yes

The FRAMES extend in one length from **Keel** to **Gunwale** Riveted through plates with **3/4** in. Rivets, about **6** apart.
 The REVERSED ANGLE IRONS on floors and frames extend from **middle line** to **upper deck** and to **Hold Orlop** 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** in. diameter, averaging **5** 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 **3** ins. from centre to centre.
 Butts of **two** Strakes at Bilge for **half** 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 **3/4** in. diameter, averaging **6** ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **3/4** in. diameter, averaging **3** 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 **length** amidships. Butts of Upper or Spar Sheerstrake, treble riveted **half** length amidships.
 Butts of Main Stringer Plate, treble riveted for **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 5/8**
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Yes & No** No. of Breasthooks, **Three** Crutches, **Two**
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Good**
 Manufacturer's name or trade mark, **Platts - Corbett, Anglo-Coch**
 The above is a correct description.
 Builder's Signature, **Murdoch & Munay** Surveyor's Signature, **Rawlinson**
 Surveyor to Lloyd's Register of British and Foreign Shipping.

(Form No. 1 for Iron Ships—1884—Transfer Ink.)

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel. * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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? *No a few in the butts*

Masts, Bowsprit, Yards, &c., are *of Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings Plating, Angle Irons, &c., and further explain by a Sketch showing how the Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Material and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Rigged as a fore and aft Schooner

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprintd.		
								Bower Anchors	Stream Anchor							
	Fore Sails,	Chain .. 195	195	1 1/2	22 3/4	1 1/2	J. Harrison	14573	10	2	12	8	3	10	0	
	Fore Top Sails,	Iron Stream Chain or Steel Wire .. 60	60	3/16	10 1/2	1 1/2	J. Harrison	14574	10	1	12	8	3	10	0	
	Fore Topmast Stay Sails,	or Hempen Strm Cable .. 75	75	3	Steel wire	75		14575	8	2	14	10	15	0	8	2
	Main Sails,	or Steel Wire .. 90	90	3	Steel wire	90		Total 29	2	7	Total 28	2	0			
	Main Top Sails, and others	Warp .. 70	70	3/16				14576	3	3	0	6	3	0	3	3
		Hawser .. 90	90	6				14577	1	3	0	4	4	1	14	3
		Warp .. 70	70	3/16				14578	1	2	2	4	4	1	14	3

Standing and Running Rigging *of Pine* sufficient in size and *good* in quality. She has *Two* Long Boats and *good*.

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*.

Engine Room Skylights.—How constructed *Comings 3 1/2 ins above* How secured in ordinary weather? *Teak flaps and*

What arrangements for deadlights in bad weather? *strong glass bullock eyes*

Coal Bunker Openings.—How constructed *Comings 2 ins above* How are lids secured? *solid hatches* Height above deck? *—*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Five Scuppers & 4 ports*

Cargo Hatchways.—How formed? *Comings 7/16 thick, 3 ins above deck*

State size Main Hatch *22.9 x 10.0* Forehatch *14.0 x 8.0* Quarterhatch *19.2 x 10.0*

If of extraordinary size, state how framed and secured? *Side plating increased 5/16 & corners doubled.*

What arrangement for shifting beams? *Two deep web plates in the main one in the after & strong fore rafters in each*

Hatches, If strong and efficient? *Yes. 3 ins thick*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
262	16 th April 85			92	1885 2 nd April, 19 th 22 nd 27 th May 11 th 15 th 30 th June

General Remarks (State quality of workmanship, &c.) *Quality of workmanship good. This vessel has been constructed in accordance with the accompanying approved sketches and in all other respects with the Rules & the Committee's Circulars.*

The ballast tanks have been tested by means of water to height of deep load line & made watertight.

A.P.D 79ft B.D No 23ft Open Forecastle 91-6 (whale-back)

State if one, two, or three decked vessel, or if spar, or ironing 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 *Cement Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100.A.1*

The amount of the Entry Fee£ 2 : 0 : 0 is received by me, *J.W.*

Special£ 24 : 1 : 0 3rd Nov. 1885

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

(Travelling Expenses, if any, £2.10) Committee's Minute *Friday, November, 6th 1885.*

Character assigned *100A.1*

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

Reference should be made to any correspondence connected with the case.

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