

IRON SHIP.

Recd 27.9.75
1845

No. 2329 Survey held at Belfast Date, First Survey 5th May Last Survey 25th Sept. 1845
On the Iron Ship "Comaught Ranger" Master J. Mc Cormick

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|---|---|---|
| TONNAGE under Tonnage Deck 1108.92 | ONE, OR TWO DECKED, THREE DECKED VESSEL. | Built at Belfast |
| Ditto of Third, Spar, or Awning Deck. | SPAR, OR AWNING-DECKED VESSEL. | When built 1845 Launched 14 Aug. |
| Ditto of Peep, or Raised Or. Dk. 43.95 | HALF BREADTH (moulded) 14.5 | By whom built Muland & Welf |
| Ditto of Houses on Deck 11.84 | DEPTH from upper part of Keel to top of Upper Deck Beams 23.8 | Owners John G. Mc Cormick |
| Ditto of Forecastle 36.9 | GIRTH of Half Midship Frame (as per Rule) 35.0 | Port belonging to Dublin |
| Gros Tonnage 1200.58 | 1st NUMBER 45.9 | Destined Voyage |
| Less Crew Space 44.21 | 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] | If Surveyed while Building, Afloat, or in Dry Dock. |
| Less Engine Room | LENGTH 218 | |
| Register Tonnage as cut on Beam 1153.34 | 2nd NUMBER 10,346 | |
| | PROPORTIONS—Breathths to Length 6.3 | |
| | Depths to Length—Upper Deck to Keel 9.21 | |
| | Main Deck ditto | |

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|---|---|--|---|-----------------------------|-----------------------|
| LENGTH on deck as per Rule 218 0 | BREADTH—Moulded 34 6 | DEPTH top of Floors to Upper Deck Beams 21 8 1/2 | Power of Engines | No. of Decks with flat laid | No. of Tiers of Beams |
| Dimensions of Ship per Register, length, 229.4 breadth, 34.6 depth, 21.3 | | | | | |
| KEEL, depth and thickness 8 1/2 x 2 1/2 | STEM, moulding and thickness 8 1/2 x 2 1/2 | STERN-POST for Rudder do. do. 8 1/2 x 2 1/4 | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft 23" | | | | | |
| FRAMES, Angle Iron, for 1/2 length amidships 5 x 3 x 4 | Do. for 1/2 at each end 5 x 3 x 4 | REVERSED FRAMES, Angle Iron 3 x 3 x 4 | | | |
| FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 8 x 4 | thickness at the ends of vessel 12" | depth at 3/4 the half-bdth. as per Rule 42" | height extended at the Bilges... | | |
| BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 4 | Average space... 46" | BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 4 | Average space... 46" | | |
| BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron 3 x 3 x 4 | Average space... 46" | KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 16" x 12 | Rider Plate 11" x 12 | | |
| Bulb Plate to Intercoastal Keelson 5 x 3 1/2 x 9 | Angle Irons 5 x 3 1/2 x 9 | Double Angle Iron Side Keelson 5 x 3 1/2 x 9 | Side Intercoastal Plate 5 x 3 1/2 x 9 | | |
| do. Angle Irons 5 x 3 1/2 x 9 | Attached to outside plating with angle iron 5 x 3 1/2 x 9 | BILGE Angle Irons 5 x 3 1/2 x 9 | do. Bulb Iron 5 x 3 1/2 x 9 | | |
| do. Intercoastal plates riveted to plating for length 5 x 3 1/2 x 9 | BILGE STRINGER Angle Irons 5 x 3 1/2 x 9 | Intercoastal plates riveted to plating for length 5 x 3 1/2 x 9 | SIDE STRINGER Angle Irons 5 x 3 1/2 x 9 | | |
| Transoms, material. Knight-heads. Hawse Timbers. Non | Windlass English bar | Pall Bitt Non | | | |

The FRAMES extend in one length from Centre line up to Up. deck top Rail on. Riveted through plates with 1/8 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from above middle line to Gunwale on every frame and to 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 4 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Strakes at Bilge for half length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 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. (double on Comp. edge only)

Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/4 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 5 1/2 Breadth of laps of plating in single riveting 3"

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

Waterway, how secured to Beams Gutta matera. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Mentioned above and riveted

No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. 2 1/2" Cast Iron "Hopkins & Co"

Manufacturer's name or trade mark, "Hopkins & Co" "Middlebrook" "Thorne"

The above is a correct description.

Builder's Signature, Muland & Welf Surveyor's Signature, James M. Neil

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

IRON 463-0169

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 do*

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*

Masts, Bowsprit, Yards, &c., are *Unwrought* in *efficient* 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 *For Main mast 51' 3" x 8' 1" in length, 29' at partners, plates 7/16" x 1/2" Angles 3 1/2" x 3 1/2" x 7/16". Mizen mast 41' 6" x 23 1/2" at partners, plates 7/16" x 1/2" Angles 3 1/2" x 3 1/2" x 7/16". Mizzenmast 21' 3" tubed 24 1/2" in dia. plates 7/16" x 1/2" Angles 3 1/2" x 3 1/2" x 7/16". 4' 11" lower yards 45' 9" x 18 1/4" plates 7/16" x 1/2" Angles 3 1/2" x 3 1/2" x 7/16". All of 3 plates & 3 angles. Butts quadruple, tube & double riveted, edges single riveted.*

| NUMBER for EQUIPMENT | | 14649 | | Fathoms. | Inches. | Test per Certificate. | Length & Size req'd per Rule. | Test req'd per Rule. | ANCHORS. | No. | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Test req'd per Rule. |
|----------------------|-------------------------|-------------|-------|----------|---------|-----------------------|-------------------------------|----------------------|----------|-----|--------------------|-----------------------|-----------------------|----------------------|
| No. | SAILS. | CABLES, &c. | Chain | | | | | | Bowers | 1 | 32.1.11 | 20.2.0 | 32.1.11 | 20.2.0 |
| | Fore Sails, | | | | | | | | | 1 | 30.2.0 | 29 | 30.2.0 | 29 |
| | Fore Top Sails, | | | | | | | | | 1 | 28.1.19 | 24.9.2 | 28.1.19 | 24.9.2 |
| | Fore Topmast Stay Sails | | | | | | | | | | | | | |
| | Main Sails, | | | | | | | | | | | | | |
| | Main Top Sails, | | | | | | | | | | | | | |
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Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Two* Long Boats and *two* others.

The Windlass is *Good & efficient* Capstans *Good* and Rudder *Good* Pumps *Good & sufficient*

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?

Scupper, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Four scuppers, and four large ports through the bulwarks on each side*

Cargo Hatchways.—How formed? *Box Comings*

State size Main Hatch *41' 6" x 10' 0"* Forehatch *4' 6" x 6' 0"* Quarterhatch *4' 0" x 4' 0"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *The portable beam and one fore & aft beam*

Hatches, If strong and efficient? *Yes*

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|--|---|---|---|-----------------------------------|
| Order for Special Survey No. <i>23</i> | DATES of Surveys held while building as per Section 18. | 1st. On the several parts of the frame, when in place, and before the plating was wrought | <i>January 1875, 5, 11, 12, 21, 24</i> | <i>February 1, 10, 18</i> |
| Date <i>19 November 74</i> | | 2nd. On the plating during the process of riveting | <i>March 2, 9, 12, 19, 24</i> | <i>April 2, 5, 12, 15, 17, 28</i> |
| Order for Ordinary Survey No. | | 3rd. When the beams were in and fastened, and before the decks were laid | <i>May 4, 14, 17, 25</i> | <i>June 4, 14, 18, 20</i> |
| Date | | 4th. When the ship was complete, and before the plating was finally coated or cemented | <i>8, 14, 20, 24, 25, 28, 30</i> | <i>August 2, 5, 11, 14, 18</i> |
| No. <i>92</i> in builder's yard. | | 5th. After the ship was launched and equipped | <i>24, September 1, 3, 8, 14, 26 & 25</i> | |

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

This two decked vessel with raised quarter deck, 50 feet long, and forecabin 31 feet long, has been built in accordance with the accompanying approved midship section, and in other respects with the Rules for the 100 A Class. The material of which she is constructed with the workmanship throughout are of a superior description, and the Iron is very efficiently protected from oxidation by Cement and Paint.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

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

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *M. K. H.*
Special ... £ 55 : 0 : 0 *25 Sep 1875*
Certificate ... *Gratis*

(Travelling Expenses, if any, £)

Committee's Minute *28th September 1875*

Character assigned *100 A*



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