

# 22519 IRON SHIP.

No. 22519 Survey held at Glasgow Date, First Survey 23<sup>rd</sup> July 1878 Last Survey 24<sup>th</sup> Jan'y 1879  
On the S.S. "Lady Olive" Master Pearce

TONNAGE under 950.03 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.  
Tonnage Deck 110.98 SPAR, OR AWNING DECKED VESSEL.  
Ditto of Third, Spar, or Awning Deck 69.94 HALF BREADTH (moulded) 15.00  
Ditto of Poop, or Raised Or. Deck 26.90 DEPTH from upper part of Keel to top of Upper Deck Beams 17.8  
Ditto of Houses on Deck 1057.85 GIRTH of Half Midship Frame (as per Rule) 29.00  
Ditto of Forecasts 39.99 1st NUMBER 61.8  
Gross Tonnage 1017.86 1st NUMBER, if a ~~THREE DECKED~~ VESSEL  
Less Crew Space 338.51 LENGTH 248.7  
Less Engine Room 679.35 2nd NUMBER 152.69  
Master Tonnage 13.2 PROPORTIONS—Breathths to Length  
as out on Beam 13.9 Depths to Length—Upper Deck to Keel  
Main Deck to Keel

Built at Glasgow  
When built 1878 Launched 10 Dec 78  
By whom built A & S. Inglis  
Owners British and Irish Steam Packet Company  
Port belonging to Dublin  
Destined Voyage Coaster  
and  
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH Feet. Inches. 248 8 1/2 BREADTH Feet. Inches. 30 0 DEPTH top of Floors to Upper Deck Beams Feet. Inches. 16 4  
Inches. 8 1/2 Moulded... 30 0 Do. do. Main Deck Beams... 16 4  
Power of Engines ... 200  
Nº. of Decks with flat laid Two  
Nº. of Tiers of Beams Two

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8
KEEL, moulding and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8	7 1/2 x 2 3/8
KEEL-POST for Rudder do. do.	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
" for Propeller	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4	7 1/2 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23
FRAMES, Angle Iron, for 1/2 length amidships	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
do. for 1/2 at each end	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate	17 1/2 x 8	17 1/2 x 8	17 1/2 x 8	17 1/2 x 8	17 1/2 x 8	17 1/2 x 8
do. at mid line for half length amidships	7	7	7	7	7	7
do. thickness at the ends of vessel	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
do. depth at 1/2 the half-bdth. as per Rule	Twice	Twice	Twice	Twice	Twice	Twice
do. height extended at the Bilges	Twice	Twice	Twice	Twice	Twice	Twice
BEAMS, Upper, Spar, or Awning Deck	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper edge	46	46	46	46	46	46
Average space	46	46	46	46	46	46
BEAMS, Main, or Middle Deck	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single, or double Angle Iron, on Upper Edge	46	46	46	46	46	46
Average space	46	46	46	46	46	46
BEAMS, Lower Deck, Hold, or Orlop	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7	7 x 7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper Edge	46	46	46	46	46	46
Average space	46	46	46	46	46	46
KEELSONS Centre line, single or double plate	7	7	7	7	7	7
do. Intercoastal, Plates	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
" Bulb Plate to Intercoastal Keelson	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
" Angle Irons	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
" Double Angle Iron Side Keelson	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
" Side Intercoastal Plate	7	7	7	7	7	7
" do. Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
" Attached to outside plating with angle iron	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
BILGE Angle Irons	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
" do. Bulb Iron	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
" do. Intercoastal plates riveted to plating for 1/2 length	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7	7 1/2 x 7
BILGE STRINGER Angle Irons	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
Intercoastal plates riveted to plating for 1/2 length	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8
SIDE STRINGER Angle Irons	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8	5 3/2 x 8

Transoms, material. Knight-heads. Hawse Timbers. Iron  
Windlass, Emerson & Walker's Pall Bitt Iron

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 lower deck and to main deck 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 1/2 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 7/8 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.  
Butts of Sheer Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16 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 7/8 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 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 Breadth of laps of plating in single riveting 5 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted?  
Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Four Crutches, Three  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Angles and Beams "Moosend" Plates "Fox Head & Co."

The above is a correct description.  
Builder's Signature, A & S. Inglis Surveyor's Signature, Saml. Lapham  
per J. B. Macmillan Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 482-0170



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 22519 Iron  
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, ~~timber~~ *Pitch Pine*, &c., are *Pitch Pine* 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 Masts fore and aft Schooner rigged*

*Pitch Pine* { Fore Mast 92 extreme x 18 at partners  
*Pole-masts* { Main 87 " " x 17 1/2 " "

*Sealed at Rutherford by D. G. Lewis*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	270		43.18.0.0	270-19/16	43 9/10	7 Sep 178 Bowers	1	24.3.10	24.10.2.14	23 1/2	23 1/2
	Fore Sails,	13		61.8.0.0	Breaking	61 4/10		1	6.1.15			
	Fore Top Sails,	26						1	22.1.16	22 3/4	23 1/2	23 1/2
	Fore Topmast Stay Sails,	75						1	5.1.20			
	Main Sails,	90						1	20.3.6	21.10.1.17	20	
	Main Top Sails,	90						1	5.1.15			
and		90					Total		67.3.22	Total	67	
		90					28 Sep 178		8.1.6	10 1/2	10	107 1/2
		90					Stream		2.0.4			
		90					27 Sep 178		3.3.25	6.7.2.0	5	
		90					Kedges		1.0.9	4.7.0.2	2 1/2	
		90					28 Sep 178		6.2.22			

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *Five* Boatswain (2 with buoyant  
The Windlass is *Good* { *Steam Winch* *Good* and Rudder *Good* Pumps *Good* and efficient  
Engine Room Skylights.—How constructed? *Teak framing on top* How secured in ordinary weather? *Quadrant bars*  
What arrangements for deadlights in bad weather? *Teak framing with Bulls eyes*  
Coal Bunker Openings.—How constructed? *Circular castings* How are lids secured? *Locked* Height above deck? *Flush*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 scuppers, 3 water ports and 3 Cargo ports each side*

Cargo Hatchways.—How formed? *Plate and angle iron*  
State size Main Hatch *7' 8" x 6' 0"* Forehatch *11' 6" x 8' 0"* Quarterhatch *10' x 8'*  
If of extraordinary size, state how framed and secured? *—*  
What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1368</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	1878— July 23.30 Augt 1.5.7.12.19
Date <i>July 24/78</i>		2nd. On the plating during the process of riveting	Augt 21.27.28 Sept 2.9.13.18
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, } and before the decks were laid.... }	Sept 20.25. Oct. 4.7.9.10.17
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented.. }	Oct 18.23.28.30 Nov 4.6.13
No. <i>150</i> in builder's yard.		5th. After the ship was launched and equipped	Nov 20.26 Dec 5.10.19.27
General Remarks (State quality of workmanship, &c.)			1879— Jan. 7.9.15.16.18.20.22.23

The workmanship is of good quality—Built in accordance with the approved sketches of midship and longitudinal sections, as also sketch of securities in Engine and Boiler spaces, herewith, and in general conformity with the Rules with a view to the grade contemplated.

*Fitted with Poop 57 feet long, open bridge deck 36 feet long, 2nd class cabin 25 feet long with Chart room and Wheel-house on top.*

*Forecastle 28 feet long, with open shelter deck at after part of forecastle 36 feet long, in accordance with approved longitudinal sketch.*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, fore-castle, 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 A1*

The amount of the Entry Fee ... £ 5 : " : " is received by me  
Special ... £ 50 : 9 : " *Jan 1879*  
Certificate ... *British*

(Travelling Expenses, if any, £ ... )

Committee's Minute *28th January 1879.*

Character assigned *100 A1*  
*Lloyds MC* *TRB*

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

*This vessel appears to be eligible to be classed 100A1 as recommended.*  
*2 deck*  
Lloyd's Register Foundation