

IRON SHIP.

Jan 28 1881

719 Survey held at *Belfast* Date, First Survey *19th March* Last Survey *15 November* 18

On the *Iron screw Steamer "Parkmore"* Master *Crosbie*

Tonnage under Tonnage Deck *243.84* ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR, OR AWNING DECKED VESSEL.

Depth of Third, Spar, or Awning Deck *6.55* HALF BREADTH (moulded) *10.75* Feet.

Depth of Prop. or Break. *8.83* DEPTH from upper part of Keel to top of Upper Deck Beams *11.92*

Depth of Houses on Deck *1.36* GIRTH of Midship Frame (as per Rule) *20.00*

Dist. of Forecastle wings *260.58* 1st NUMBER *42.64*

Gross Tonnage *22.41* 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *✓*

Less Crew Space *94.12* LENGTH *154.00*

Less Engine Room *1144.05* 2nd NUMBER *6571.18*

Net Tonnage *1144.05* PROPORTIONS—Breadths to Length *7.1*

Depths to Length—Upper Deck to Keel *12.9*

Main Deck ditto *✓*

Built at *Belfast*

When built *1880* Launched

By whom built *Mac Swaine & Lewis*

Owners *Antrim Iron Co*

Port belonging to *Belfast*

Destined Voyage *Workington*

If Surveyed while Building, Afloat, or in Dry Dock

Feet. Inches. BREADTH—Moulded *21 6* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *11 11* Do. do. Main Deck Beams *11 11* Power of Engines *50* Horse. No. of Decks with flat laid *one* No. of Tiers of Beams *one*

Dimensions of Ship per Register, length, *157.5* breadth, *21.6* depth, *10.8*

	Inches in Ship.	Inches in Ship.	16ths in Ship.	Inches in Ship.	Inches in Ship.	16ths in Ship.
Depth and thickness	$7 \times 1 \frac{3}{4}$	$7 \times 1 \frac{5}{8}$				
Moulding and thickness	$6 \frac{1}{4} \times 1 \frac{3}{4}$	$6 \frac{1}{4} \times 1 \frac{5}{8}$				
POST for Rudder do. do.	$6 \frac{3}{4} \times 3$	$6 \frac{3}{4} \times 3 \frac{1}{4}$				
" for Propeller	$6 \frac{3}{4} \times 3$	$6 \frac{3}{4} \times 3 \frac{1}{4}$				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21</i>	<i>21</i>				
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	<i>3</i>	<i>2 1/2</i>	<i>6</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>
Do. for $\frac{1}{2}$ at each end	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>
EVERSED FRAMES, Angle Iron	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>
FRAMES, depth and thickness of Floor Plate	<i>12 1/2</i>	<i>x</i>	<i>6</i>	<i>12</i>	<i>x</i>	<i>6</i>
mid line for half length amidships						
thickness at the ends of vessel	<i>6 1/4</i>			<i>6 1/4</i>		
depth at $\frac{3}{4}$ the half-bdth. as per Rule	<i>25</i>			<i>25</i>		
height extended at the Bilges	<i>5 1/2</i>	<i>3</i>	<i>7</i>	<i>5 1/2</i>	<i>3</i>	<i>7</i>
AMS. Upper, Spar, or Awning Deck						
do. or double Ang. Iron, Plate or Tee Bulb Iron						
do. or double Angle Iron on Upper edge	<i>42</i>			<i>42</i>		
average space						
AMS. Main, or Middle Deck						
do. or double Ang. Iron, Plate or Tee Bulb Iron						
do. or double Angle Iron, on Upper Edge						
average space						
AMS. Lower Deck, Hold, or Orlop						
do. or double Ang. Iron, Plate or Tee Bulb Iron						
do. or double Angle Iron on Upper Edge						
average space						
KEELSONS, Centre line, single or double plate, box, or Intercoastal, Plates	<i>10</i>	<i>x</i>	<i>8</i>	<i>10</i>	<i>x</i>	<i>8</i>
Rider Plate	<i>6 1/2</i>	<i>x</i>	<i>8</i>	<i>6 1/2</i>	<i>x</i>	<i>8</i>
Bulb Plate to Intercoastal Keelson						
Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Double Angle Iron Side Keelson						
Side Intercoastal Plate						
do. Angle Irons						
Attached to outside plating with angle iron						
do. Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
do. Bulb Iron						
do. Intercoastal plates riveted to plating for length						
PLATE STRINGER Angle Irons						
Intercoastal plates riveted to plating for length						
DE STRINGER Angle Irons	<i>3 1/2</i>	<i>x</i>	<i>6</i>	<i>3 1/2</i>	<i>x</i>	<i>6</i>
do. Bulb 3/8 length						
Keelsons, material. Knight-heads. Hawse Timbers.						
do. Iron patent						
do. Pall Bitt						

Flat Keel Plates, breadth and thickness

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges

of doubling at Bilge, or increased thickness, and length applied

fin up part of Bilge to l. edge of Sh'rstrake.

Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up'r. or Spar Dk. Sh'rstrake.

Up'r. or Spar Dk Sh'rstrake, brdth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating

Shifts of Plating, and Stringers

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness

Angle Iron on ditto

Tie Plates fore and aft, outside Hatchways

Diagonal Tie Plates on Beams No. of Pairs

Planksheer material and scantling

Waterways do. do.

Flat of Upper Deck do. do.

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck

Beams, breadth and thickness

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No.

Tie Plates, outside Hatchways

Diagonal Tie Plates on Beams, No. of pairs

Waterways materials and scantlings

Flat of Middle Deck do. do.

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

Is the Stringer Plate attached to the outside plating?

Angle Irons on ditto, No.

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck

Ceiling betwixt Decks, thickness and material

in hold do.

Main piece of Rudder, diameter at head

do. at heel

Can the Rudder be unshipped afloat?

Bulkheads No. 4 Thickness of

Height up upper deck

How secured to sides of ship between double frames

Size of Vertical Angle Irons $2 \frac{1}{2} \times 2 \frac{1}{2} \times 4$ and distance apart *30* ins.

Are the outside Plates doubled two spaces of Frames in length?

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with $\frac{1}{16}$ in. Rivets, about $\frac{5}{8}$ apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper turn of bilges* and to *alternately*

ELSONS. 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. *Lig Zag*

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{2}$ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{2}$ ins. from centre to centre.

Butts of all Strakes at Bilge for *whole* length, *double* riveted with Butt Straps *thicker* than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{1}{16}$ in. diameter, averaging $\frac{3}{2}$ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{2}$ ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for *length* amidships. Butts of Upper or Spar Sheerstrake, *double* riveted *whole* length amidships.

Butts of Main Stringer Plate, treble riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, *double* riveted for *whole* length.

Breadth of laps of plating in double riveting $3 \frac{3}{4}$ Breadth of laps of plating in single riveting $2 \frac{1}{4}$

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

Waterway, how secured to Beams *Butter* (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *Bracket plates* No. of Breasthooks, *20* Crutches, *2*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *very good*

Manufacturer's name or trade mark, *Foy Head & Co*

The above is a correct description.

Builder's Signature, *Mac Swaine & Lewis* Surveyor's Signature, *J. M. Scillaud*

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

IRON 496-0308

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

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &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 wood pole masts as auxiliary to the steam power.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Inches per Rule	Machine where Tested & Supplied	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Weight rec'd per Rule.	Machine where Tested & Supplied
SAILS.							Bower Anchors	2	6-2-7	8-17-2-0	6 1/2 cwt	
N ^o .	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	165-5/16	15/16	15 7/10	160-7/16	15 7/10			6-2-3	8-17-2-0	6 1/2 cwt	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Top Sails,	Iron Str'm Chain	45-	7/8	4 7/8	45-11/16							
Fore Topmast Stay Sails,	Ditto do.											
Main Sails,	Hmpu Strm Cbl	25-	8		75-7		Stream	1	2-0-21	4-15-0-0	2 cwt	
Main Top Sails,	Hawser ...	35-	6		90-5		Kedge	1	1-0-10		1-	
and	Towlines ...	90	4 1/2				Ditto					
	Warp ...	60	5									
	quality <i>Good</i>	60	5									

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *two* Long Boat and

The Windlass is *Good* Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *thoroughly Mahogany* How secured in ordinary weather? *always shipped*

What arrangements for dendlights in bad weather? *thoroughly glazed and fitted on bridge deck.*

Coal Bunker Openings.—How constructed? *cast circular* How are lids secured? *lugs* Height above deck? *4 feet under bridge deck.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 scuppers and 3 ports.*

Cargo Hatchways.—How formed? *Plates and angles*

State size Main Hatch *18-6 x 9-0* Forehatch *19-0 x 9-0* Quarterhatch *8 x 7-0 x 7-0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Deep web shifting beams & fore & afters of wood.*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. 93

Date *23rd Dec 1879*

Order for Ordinary Survey No.

Date *1879*

No. *10* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the hull was in and the deck was laid, and before the decks were laid, &c.
- 4th. When the ship was complete, and before the plating was finally coated or cemented.
- 5th. After the ship was launched and equipped

March 19, April 3, 5, 19, 20, 29; May 10, 26, June 3, 9, 16, 18, 23, 25, 29; July 1-7-8. August 4, 10, 19, 20. Sept 7-21-27 Oct 3-1. 19, 25. Nov 2-2-3-6-10-11-15- 1880.

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

This one decked vessel has been built in accordance with the midship section submitted and approved per secretary's letter of the 26th November 1879, and in other respects to the Rules for the 100 H grade.

She has a forecastle 20ft long not enclosed. Bridge deck 29ft long (not enclosed) upon which the engine room skylight is fitted, and the boats skidded.

Break over cabin 20 feet long.

The materials of which she is constructed are good, and the workmanship is of a superior character. The midship section is forwarded herewith.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, 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 ... £ 3 : 0 : 0 is received by me, *J. W. Scullard*

Special ... £ 13 : 0 : 0 19/11 1879
Certificate ... *Grates*

Travelling Expenses, if any, £

Committee's Minute

Character assigned

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



Lloyd's Register Foundation