

IRON SHIP.

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

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

Built at *Belfast*
 When built 1880 Launched
 By whom built *Mac Swaine & Lewis*
 Owners *Antim Iron Co*
 Port belonging to *Belfast*
 Destined Voyage *Warrington*
 If Surveyed while Building, Afloat, or in Dry Dock

TONNAGE under Tonnage Deck) 243.84	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Depth of Third, Spar, or Avining Deck) 6.55	SPAR, OR AWING DECKED VESSEL.
Depth of Prop. or Break. (or Dk.) 8.83	HALF BREADTH (moulded) 10.75
Depth of Houses on Deck) 1.36	DEPTH from upper part of Keel to top of Upper Deck Beams 11.92
Dist. of Forecastle wings 260.58	GIRTH of Midship Frame (as per Rule) 20.00
Gross Tonnage 22.41	1st NUMBER 42.64
Less Crew Space 94.12	1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet ✓
Less Engine Room 114.00	LENGTH 154.00
	2nd NUMBER 6571.18
	PROPORTIONS—Breadths to Length 7.1
	Depths to Length—Upper Deck to Keel 12.9
	Main Deck ditto ✓

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 11 No. of Tiers of Beams 11

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

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
Depth and thickness	7 x 1 3/4	7 x 1 5/8	Flat Keel Plates, breadth and thickness	33	8 30 8
Moulding and thickness	6 3/4 x 1 3/4	6 3/4 x 1 5/8	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	4 x 8	7 8 8
POST for Rudder do. do.	6 3/4 x 3	6 3/4 x 3 1/4	" of doubling at Bilge, or increased thickness, and length applied	6	6
" for Propeller	6 3/4 x 3	6 3/4 x 3 1/4	" fin up part of Bilge to l. edge of Sh'rstrake.		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	34	10 33 10
			" Up. or Spar Dk Sh'rstrake, brdth & thickness	11 1/2	10 5 10 5
FRAMES, Angle Iron, for 1/2 length amidships	3 2 1/2 6	3 2 1/2 5	Butt Straps to outside plating, breadth & thickness	10 1/2	10 5 10 5
Do. for 1/4 at each end	3 2 1/2 5	3 2 1/2 5	Lengths of Plating	10 1/2	10 5
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4	2 1/2 2 1/2 4	Shifts of Plating, and Stringers	42	42
FRAMES, depth and thickness of Floor Plate	12 1/2 x 6	12 x 6	Gunwale Plate on ends of Avning, Spar, or Upper Deck Beams, breadth and thickness	34	7 37 7
mid line for half length amidships			Angle Iron on ditto	3 x 3 x 7	3 x 3 x 6
thickness at the ends of vessel	6 3/4	6 3/4	Tie Plates fore and aft, outside Hatchways	14	6 7 6
depth at 1/2 the half-bdth. as per Rule	25	25	Diagonal Tie Plates on Beams No. of Pairs		
height extended at the Bilges	5 1/2	5 1/2	Planksheer material and scantling		
AMS. Upper, Spar, or Avning Deck	5 1/2 3 7	5 1/2 3 7	Waterways do. do.	<i>Sutter</i>	
Plate or Tee Bulb Iron			Flat of Upper Deck do. do.	3	3
Plate or double Angle Iron on Upper edge			How fastened to Beams	<i>Galv. nut & screw bolts</i>	
average space	42	42	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
AMS. Main, or Middle Deck			Is the Stringer Plate attached to the outside plating?		
Plate or Tee Bulb Iron			Angle Irons on ditto, No.		
Plate, or double Angle Iron, on Upper Edge			Tie Plates, outside Hatchways		
average space			Diagonal Tie Plates on Beams, No. of pairs		
AMS. Lower Deck, Hold, or Orlop			Waterways materials and scantlings		
Plate or Tee Bulb Iron			Flat of Middle Deck do. do.		
Plate or double Angle Iron on Upper Edge			How fastened to Beams		
average space			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
KEELSONS, Centre line, single or double plate, box, or Intercostal, Plates	10 x 8	10 x 8	Is the Stringer Plate attached to the outside plating?		
Rider Plate	6 1/2 x 8	6 1/2 x 8	Angle Irons on ditto, No.		
Bulb Plate to Intercostal Keelson			Stringer or Tie Plates, outside Hatchways		
Angle Irons	3 3 6	3 3 6	Flat of Lower Deck		
Double Angle Iron Side Keelson			Ceiling betwixt Decks, thickness and material	<i>rather & space</i>	
Side Intercostal Plate			" in hold do. do.	2	2
do. Angle Irons			Main piece of Rudder, diameter at head	3 3/4	3 3/4
Attached to outside plating with angle iron			do. at heel	2 1/4	2 1/4
BEAMS, Angle Irons	3 3 6	3 3 6	Can the Rudder be unshipped afloat? <i>yes</i>		
do. Bulb Iron			Bulkheads No. 4 Thickness of	4	4
do. Intercostal plates riveted to plating for length			" Height up <i>upper deck</i>		
PLATE STRINGER Angle Irons	3 6 3 6	3 5 3 5	" How secured to sides of ship <i>between double frames</i>		
Intercostal plates riveted to plating for length			" Size of Vertical Angle Irons <i>2 1/2 x 2 1/2 x 4</i> and distance apart <i>30</i> ins.		
DE STRINGER Angle Irons	3 6 3 6	3 5 3 5	" Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>		
Intercostal plates riveted to plating for length					

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with 11/16 in. Rivets, about 5/2 apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper turn of bilges* 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 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 3/4 in. diameter, averaging 3/2 ins. from centre to centre.

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

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

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 11/16 in. diameter, averaging 3/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 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 3/4 Breadth of laps of plating in single riveting 2 1/4

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

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

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

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

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

28381 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 facing surfaces? *Yes*
- Do any rivets break into or through the seams or butts of the plating? *No*

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 SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where tested & Supplied.	ANCHORS.		N ^o .	Weight Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where tested & Supplied.
							Bower Anchors	Stream					
	Chain	165-5/8	15/16	15 7/10	160-7/16	15 5/16	2	6-2-7	8-17-2-0	6 1/2 cwt			
Fore Sails,	Iron Str'm Chain	45	7/8	4 7/16	45-19/16			6-2-3	8-17-2-0	6 1/2 cwt			
Fore Top Sails,	Ditto do.												
Fore Topmast Stay Sails,	Hmpn Strm Cbl	25	8		75-7			2-0-21	4-15-0-0	2 cwt			
Main Sails,	Hawser	75	6		90-5								
Main Top Sails,	Towlines	90	4 1/2					1-0-10					
and	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* Copstan and Rudder *good* Pumps *good*

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

What arrangements for deadlights 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* Quarter hatch *8 x 7-0 x 7-0*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Scop 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. *10* in builder's yard. No. *10*

General Remarks (State quality of workmanship, &c.) *This one decked vessel has been built in accordance with the midship section submitted and approved*

see secretary's letter of the 26th November 1879, and in other respects to the Rules for the 100 A 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.

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 2-3-6-10-11-15-18 1880.

State if one, two, or three decked vessel, or if spar, or acing 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*

Committee's Minute *January, December, 23rd 1880*

Character assigned *100 A.1*

