

IRON SHIP.

(Received at London Office, LONDON, 20 SEPTEMBER 1883)

To *2224* Survey held at *Belfast* Date, First Survey *Nov 2nd 1882* Last Survey *Sept 15th 1883*

In the *Iron Screw Steamer "Newington"*
Tonnage under Tonnage Deck *245.16*
ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *15.84*
Depth from upper part of Keel to top of Upper Deck Beams *16.6*
Girth of Half Midship Frame (as per Rule) *29.75*
1st Number *62.22*
1st Number, if a 3-Decked Vessel deduct 7 feet *-*
Length *216*
2nd Number *13439.5*
Proportions— Breadths to Length *6.8*
Depths to Length—Upper Deck to Keel *13.*
Main Deck ditto *-*
Master *W. M. Owan*
Built at *Belfast*
When built *1883* **Launched** *May 30th*
By whom built *Workman, Clark & Co.*
Owners *Rich^d Mackie & Co.*
Residence *Bernard St. Leith*
Port belonging to *Leith*
Destined Voyage *Apica via Glasgow*
If Surveyed while Building, Afloat, or in Dry Dock.
Specially surveyed while Building

LENGTH on deck as per Rule *216* **BREADTH** Moulded *31* **DEPTH** top of Floors to Upper Deck Beams *15* **Power of Engines** *99* **No. of Decks with flat laid** *One* **No. of Tiers of Beams** *One*

Dimensions of Ship per Register, length *217.35* breadth, *31.95* depth, *15.46*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<i>4 1/4 x 2 3/8</i>	<i>4 1/4 x 2 3/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>34</i>	<i>13</i>
STEM , moulding and thickness	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	From Garboard to upper part of Bilges	<i>34</i>	<i>10</i>
STERN POST for Rudder do. do.	<i>4 1/2 x 4 1/2</i>	<i>4 1/2 x 4 1/2</i>	Of Bilge, or increased thickness, and length applied	<i>28 1/2</i>	<i>16</i>
for Propeller	<i>4 1/2 x 5</i>	<i>4 1/2 x 5</i>	From up. prt of Bilge to l.r. edge of Sh'rstrake	<i>36 1/2</i>	<i>14</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>	Main Sheerstrake, breadth and thickness	<i>36 1/2</i>	<i>14</i>
FRAMES , Angle Iron, for 1/2 length amidships	<i>4 3 7</i>	<i>4 3 7</i>	Of d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>36 1/2</i>	<i>14</i>
Do. for 1/4 at each end	<i>4 3 6</i>	<i>4 3 6</i>	From M'n. to Up. or Spar Dk. Sh'rstrake	<i>36 1/2</i>	<i>14</i>
REVERSED FRAMES , Angle Iron	<i>4 3 6</i>	<i>4 3 6</i>	Up. or Spar Dk Sh'rstrake, br'dth & thic'k'ns	<i>36 1/2</i>	<i>14</i>
FLOORS , depth and thickness of Floor Plate	<i>18</i>	<i>18</i>	Butt Straps to outside plating, breadth & thickness	<i>19</i>	<i>9 1/2</i>
at mid line for half length amidships	<i>18</i>	<i>18</i>	Lengths of Plating	<i>19</i>	<i>9 1/2</i>
thickness at the ends of vessel	<i>18</i>	<i>18</i>	Shifts of Plating, and Stringers	<i>19</i>	<i>9 1/2</i>
depth at 3/4 the half-bdth. as per Rule	<i>18</i>	<i>18</i>	Gunwale Plate on ends of	<i>19</i>	<i>9 1/2</i>
height extended at the Bilges	<i>18</i>	<i>18</i>	Upper Deck Beams, breadth and thickness	<i>19</i>	<i>9 1/2</i>
BEAMS , Upper, Spar, or Awning Deck	<i>4 3 7</i>	<i>4 3 7</i>	Angle Iron on ditto	<i>19</i>	<i>9 1/2</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 3 7</i>	<i>4 3 7</i>	Tie Plates fore and aft, outside Hatchways	<i>19</i>	<i>9 1/2</i>
single or double Angle Iron on Upper edge	<i>4 3 7</i>	<i>4 3 7</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>19</i>	<i>9 1/2</i>
Average space	<i>23</i>	<i>23</i>	Flat of Up., Spar, or Awning Dk.	<i>19</i>	<i>9 1/2</i>
BEAMS , Main, or Middle Deck	<i>4 3 7</i>	<i>4 3 7</i>	How fastened to Beams	<i>19</i>	<i>9 1/2</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 3 7</i>	<i>4 3 7</i>	Stringer Plate on ends of Main or Middle Deck	<i>19</i>	<i>9 1/2</i>
single or double Angle Iron, on Upper Edge	<i>4 3 7</i>	<i>4 3 7</i>	Beams, breadth and thickness	<i>19</i>	<i>9 1/2</i>
Average space	<i>23</i>	<i>23</i>	Is the Stringer Plate attached to the outside plating?	<i>19</i>	<i>9 1/2</i>
BEAMS , Lower Deck	<i>4 3 7</i>	<i>4 3 7</i>	Angle Irons on ditto, No.	<i>19</i>	<i>9 1/2</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 3 7</i>	<i>4 3 7</i>	Tie Plates, outside Hatchways	<i>19</i>	<i>9 1/2</i>
single or double Angle Iron on Upper Edge	<i>4 3 7</i>	<i>4 3 7</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>19</i>	<i>9 1/2</i>
Average space	<i>23</i>	<i>23</i>	Flat of Middle Deck* do. do.	<i>19</i>	<i>9 1/2</i>
BEAMS , Hold, or Orlop	<i>4 3 7</i>	<i>4 3 7</i>	How fastened to Beams	<i>19</i>	<i>9 1/2</i>
single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 3 7</i>	<i>4 3 7</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>19</i>	<i>9 1/2</i>
single or double Angle Iron on Upper Edge	<i>4 3 7</i>	<i>4 3 7</i>	Is the Stringer Plate attached to the outside plating?	<i>19</i>	<i>9 1/2</i>
Average space	<i>23</i>	<i>23</i>	Angle Irons on ditto, No.	<i>19</i>	<i>9 1/2</i>
KEELSONS Centre line, single or double plate	<i>4 3 7</i>	<i>4 3 7</i>	Tie Plates, outside Hatchways	<i>19</i>	<i>9 1/2</i>
C. Rider Plate	<i>4 3 7</i>	<i>4 3 7</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>19</i>	<i>9 1/2</i>
Bulb Plate to Intercoastal Keelson	<i>4 3 7</i>	<i>4 3 7</i>	Flat of Middle Deck* do. do.	<i>19</i>	<i>9 1/2</i>
Angle Irons	<i>4 3 7</i>	<i>4 3 7</i>	How fastened to Beams	<i>19</i>	<i>9 1/2</i>
Double Angle Iron Side Keelson	<i>4 3 7</i>	<i>4 3 7</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>19</i>	<i>9 1/2</i>
Side Intercoastal Plates	<i>4 3 7</i>	<i>4 3 7</i>	Is the Stringer Plate attached to the outside plating?	<i>19</i>	<i>9 1/2</i>
do. Angle Irons	<i>4 3 7</i>	<i>4 3 7</i>	Angle Irons on ditto, No.	<i>19</i>	<i>9 1/2</i>
Attached to outside plating with angle iron	<i>4 3 7</i>	<i>4 3 7</i>	Tie Plates, outside Hatchways	<i>19</i>	<i>9 1/2</i>
BILGE Angle Irons to Flange plate	<i>4 3 7</i>	<i>4 3 7</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>19</i>	<i>9 1/2</i>
do. Bulb Iron	<i>4 3 7</i>	<i>4 3 7</i>	Flat of Middle Deck* do. do.	<i>19</i>	<i>9 1/2</i>
do. Intercoastal plates riveted to plating for length	<i>4 3 7</i>	<i>4 3 7</i>	How fastened to Beams	<i>19</i>	<i>9 1/2</i>
BILGE STRINGER Angle Irons	<i>4 3 7</i>	<i>4 3 7</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>19</i>	<i>9 1/2</i>
Intercoastal plates riveted to plating for length	<i>4 3 7</i>	<i>4 3 7</i>	Is the Stringer Plate attached to the outside plating?	<i>19</i>	<i>9 1/2</i>
SIDE STRINGER Angle Irons	<i>4 3 7</i>	<i>4 3 7</i>	Angle Irons on ditto, No.	<i>19</i>	<i>9 1/2</i>

The **FRAMES** extend in one length *across keel to flange* to gunwale. Riveted through plates with *3/4* in. Rivets, about *6* apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend *across middle line to flange plate* and to *2-2-2-2* and 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 *3 3/4* 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 3/4* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 3/4* ins. from centre to centre.
 Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/4* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets *3/4* in. diameter, averaging *3 3/4* 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 *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* 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* length.
 Breadth of laps of plating in double riveting *4 1/2* *5 1/2* *6* Breadth of laps of plating in single riveting *-*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *4* Crutches, *32* deep flans
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
 Manufacturer's name or trade mark, *Frames, Reverse bars, beams, deck & tank plating, "Rockton Iron Co"; "Shell", "Hartlepool Iron Co"; "Bulbheads", "Gussett", "Dorman Long Co"*
 The above is a correct description. *Yes*
 Builder's Signature, *W. Workman* Surveyor's Signature, *James Currier*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.

* If 1 Iron Deck, state if whole or part, and if wood deck in full thereof.

IRON 497-0517

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 28892 *lm*
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? *very few*

Masts, Bowsprit, Yards, &c., are *all* 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 lower 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 *Schooner rigged as auxiliary to steam power*
Fore mast of pitch pine extreme length 62 feet by 19" diam
Main mast " " " " 61 " 19 " "

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N ^o . Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and	CABLES, &c.											
	Chain	120	1 1/4	34 3/4	240 x 1 1/4	June 83	Bower Anchors	1	18.3.26	19.17.2.0	18	1 June 80
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Iron Stream Chain	60	1 1/4	21 1/2	60 x 1 1/4	8 " "		1	18.0.9	19.2.0.21	18	31 May
	or Steel Wire ..								4.0.14			
	or Hempen Strm Cable							1	15.1.4	16.16.2.7	15 1/2	21 June
Main Topmast Stay Sails,	Towline, Hemp.	90	9 1/2	90 x 9 1/2					3.1.12			
	or Steel Wire ..											
	Hawser	90	7 1/2	90 x 7 1/2			Stream Anchor	1	6.1.8	8.12.2.0	6 1/2	17 Jan 7
Main Top Sails,	Warp	2 x 90	5 1/2	90 x 5 1/2			Kedge	1	3.1.2	5.18.3.0	3 1/4	20 June
	quality good						2nd Kedge	1	1.3.16		12	

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

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

Engine Room Skylights.—How constructed? *Entirely of iron* How secured in ordinary weather? *bolts and nuts*

What arrangements for deadlights in bad weather? *Solid iron covers with bulls eyes*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *Solid hatches* Height above deck? *12 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 Scuppers, 3 ports and 2 spring pipes before and abaft the Bridge on each side.*

Cargo Hatchways.—How formed? *plates and angles, coming 30 ins above deck*

State size Main Hatch *19.2 x 11.0* Forehatch *11.6 x 9.0* Quarterhatch *23.0 x 11.0*

If of extraordinary size, state how framed and secured? *One deep web plate in Main hatch, two in Quarter hatch*

What arrangement for shifting beams? *And three fore and afters in all hatches.*

Hatches, If strong and efficient? *yes solid*

Order for Special Survey No. *226* 1st. On the several parts of the frame, when in place, and before the plating was wrought *Nov. 2, 8, 11, 14, 20, 25, 29, Dec. 4, 8, 12, 19, 1882*
Date *Aug. 5th 1882* 2nd. On the plating during the process of riveting *Jan. 3, 8, 11, 16, 22, 25; Feb. 1, 6, 13, 20, 27; Mar. 2*
Order for Ordinary Survey No. *4* 3rd. When the beams were in and fastened, and before the decks were laid... *8, 13, 20, 28; April 2, 6, 10, 16, 19, 26; May 1, 7, 10*
Date *Aug. 11th 1882* 4th. When the ship was complete, and before the plating was finally coated or cemented... *12, 16, 21, 24, 28; June 1, 7, 11, 16, 26, 30; July 7, 10*
No. *17* in builder's yard. 5th. After the ship was launched and equipped *23, 30; August 3, 7, 16, 24; Sep. 3, 11, 1882*
State dates of letters respecting this case *July 31st and August 8th 1882; and March 17th 1883.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved sketches of Midship and Longitudinal sections, and pumping arrangement, forwarded with report on the sister vessel S.S. "Meraggio", Belfast Report No 2969, in compliance with the Secretary's letters dated as above, and the rules in other respects have been adhered to. She is a one decked vessel, having a Forecastle 24.0, Bridge 63.0, Raised Deck 46.0, and a Poop 32.0 long, with a chart room at the end of Bridge; she has a double bottom forward 84.3 long, water capacity in tons 128; under Engines and Boilers 30.9, water capacity in tons 54; Aft 59.6 water capacity in tons 92; and an After peak tank holding 39 tons, all tested as required by the rules.*

The materials used in her construction, and the workmanship are good.

*Excepting that the Rudder was manufactured a trifle small by mistake; it is however, as far as could be seen, a very good forging.

State if one, two, or three decked vessel, or if open or running decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

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£ 4 : : : is received by me, *J. S.*

Special£ 13 : 2 : 6 19.9. 1883

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

(Travelling Expenses, if any, £ - - -).

Committee's Minute

Character assigned

Mr. J. S.

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

FRIDAY 23 SEPT 1883 18

Lloyd's Register
Foundation