

IRON SHIP.

MONDAY 27 JUNE 1887
(Received at London Office)

No. 143 Survey held at Barrow Date, First Survey 21 Apr 1886 Last Survey 24 June 1887

On the SS Bazelgette

Tonnage under Tonnage Deck 966.65
Ditto of Third Spar, or Awning Deck ✓
Ditto of Poop, or Raised Or Deck ✓
Ditto of Houses on Deck 22.9
Ditto of Forecastle ✓
Gross Tonnage 989.55
Less Crew Space 59.79
Less Engine Room 36.66
Register Tonnage as cut on Beam 63.1

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 19.0
Depth from upper part of Keel to top of Upper Deck Beams 15.4
Girth of Half Midship Frame (as per Rule) 31.6
1st Number 660
1st Number, if a 3-Decked Vessel deduct 7 feet 653
Length 229.0
2nd Number 15114
Proportions— Breadths to Length 6.02
Depths to Length— Upper Deck to Keel 14.87
Main Deck ditto ✓

Master ✓
Built at Barrow
When built 1887 Launched 30 May 87
By whom built Barrow Shipbuilding Co.
Owners Metropolitan Board of Works
Residence London
Port belonging to London
Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 229.0 BREADTH— Moulded 38.0 DEPTH top of Floors to Upper Deck Beams 13.10 Power of Engines 120 No. of Decks with flat laid Two No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 230.2 breadth, 38.25 depth, 13.85

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 x 2 3/8	6 x 2 3/8	6 x 2 1/2	6 x 2 1/2	23	23	23	23
STEM, moulding and thickness	6 x 2 3/8	6 x 2 3/8	6 x 2 1/2	6 x 2 1/2	23	23	23	23
STERN-POST for Rudder do. do.	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	23	23	23	23
" " for Propeller	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	6 x 2 1/2	23	23	23	23
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Do. for 1/2 at each end	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2	3 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	18	18	18	18	18	18	18	18
" thickness at the ends of vessel	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
" depth at 1/2 the half-bdth. as per Rule	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
" height extended at the Bilges	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 3	6 x 3	6 x 3	6 x 3	6 x 3	6 x 3	6 x 3	6 x 3
Single or double Angle Iron on Upper edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
Single or double Angle Iron on Upper Edge	23	23	23	23	23	23	23	23
Average space	23	23	23	23	23	23	23	23
BEAMS, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	25	25	25	25	25	25	25	25
Single or double Angle Iron on Upper Edge	25	25	25	25	25	25	25	25
Average space	25	25	25	25	25	25	25	25
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	4	4	4	4	4	4	4	4
Rider Plate	4	4	4	4	4	4	4	4
Bulb Plate to Intercoastal Keelson	4	4	4	4	4	4	4	4
Angle Irons	4	4	4	4	4	4	4	4
Double Angle Iron Side Keelson	4	4	4	4	4	4	4	4
Side Intercoastal Plate	4	4	4	4	4	4	4	4
do. Angle Irons	4	4	4	4	4	4	4	4
Attached to outside plating with angle iron	4	4	4	4	4	4	4	4
BILGE Angle Irons	4	4	4	4	4	4	4	4
do. Bulb Iron	4	4	4	4	4	4	4	4
do. Intercoastal plates riveted to plating	4	4	4	4	4	4	4	4
BILGE STRINGER Angle Irons	4	4	4	4	4	4	4	4
Intercoastal plates riveted to plating for length	4	4	4	4	4	4	4	4
SIDE STRINGER Angle Irons	4	4	4	4	4	4	4	4

The FRAMES extend in one length from keel to bilge Riveted through plates with 3/4 in. Rivets, about 26 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Up. Deck in Sludge Comp. and to gunwale + up. bilge And butts properly shifted? yes

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? 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 ins. from centre to centre.

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

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 2/16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or 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 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 4 1/2 to 6 Breadth of laps of plating in single riveting 4 1/2 to 6

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? ✓ No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark, Wm. Lamberton & Co. Ltd.

The above is a correct description. Builder's Signature John Surveyor's Signature C. Buchanan Surveyor to Lloyd's Register of British and Foreign Shipping

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*
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, Vangs, &c., are 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

One Pole mast Peter Pine.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.	of Report.
SAILS.							Bower Anchors						
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						
No.	Chain												
	Fore Sails,	170	1 3/6	25 3/8									
	Fore Top Sails,	45	1 3/6	11 7/8		8863							
	Fore Topmast Stay Sails,	90	6 1/2										
	Main Sails,	120	5										
	Main Top Sails,												
	and												
	quality												

Standing and Running Rigging is sufficient in size and good in quality. She has *one* Long Boat and Dinghy 16 x 6 x 2.

The Windlass is *Emerson Walker & Son* Capstan and Rudder *Good*. Pumps *as approved*.

Line Room Skylights. How constructed? *Teak in iron comings*. How secured in ordinary weather? *totted down*.

Arrangements for deadlights in bad weather? *Solid covers with bulls eyes*. Height above deck? *flush*.

Stowage Openings. How constructed? *8' dia. & iron scuttles*. How are lids secured? *self locking*.

What arrangements for clearing upper deck of water, in case of shipping a sea? *6 scuppers on each side also*.

How formed? *See sketch. Hatch totted.*

Main Hatch is (2) 10' 6" x 3' 10", coming Fore hatch 2' 0" high

Primary size, state how framed and secured? *✓*

Apertures for shifting beams? *✓*

Strong and efficient? *yes*

Order for Special Survey No. *4*
Date *31 Aug 1886*
Order for Ordinary Survey No. *✓*
Date *✓*
No. *152* in builder's yard.
State dates of letters respecting this case *1886 July 19-20, 21-24, Aug 4, 5, 6, 9, 11, 12, 13, 16, 17, 19, 24, 30, Sept 7-6-8, 10-13, Oct 6, 11-14, 18, 19, 20, 23, 25, 27, 28, 30, Nov 1-2, 4, 5, 8, 9, 10, 11, 13-15, 17, 20, 23, 26, 29, Dec 1, 2, 3, 6, 8, 9, 13, 15, 17, 20, 21, 23, 1887 Jan 3, 4, 10, 11, 13, 14, 17, 21, 24, 27, 31, Feb 2, 4, 7, 9, 11, 15, 19, 23, 26, March 11, 14, April 11, 14, May 7, 14, June 6, 11, 14, 20, 23, 24, 1886 29th Apr. 6th Sept. 1887 1st Jan. 17th Mch. 28th Mch.*

General Remarks (State quality of workmanship, &c.) *The workmanship is very good. The vessel has been built in accordance with the Rules and the accompanying approved plans. The fore peak tank has been built as required & found satisfactory. She is now ready for launching.*
C Buchanan

The Sludge tanks have been tested to height of upper deck and found satisfactory. DM.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Paint Tar (in sludge comp.)* & Caused. Outside *Paint*.

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

The amount of the Entry Fee£ *3* : : : is received by me, *DM.*
Special£ *46* : *10* : : *25/6 1887*

(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ ...).

Committee's Minute *TUESDAY 28 JUNE 1887*

Character assigned *100A*

DM.

Surveyor to Lloyd's Register of British and Foreign Shipping
This vessel has been built in accordance with the approved plans and appears eligible for entry.
Lloyd's Register Foundation