

IRON SHIP.

Rec'd. 25th JUNE 1883.

No. *6150* Survey held at *Glasgow* Date First Survey *9th Dec. 1882* Last Survey *20th June 1883*
On the *Iron Screw Steamer "Sargasso"* 2 Masted.

TONNAGE under Tonnage Deck *1308.95*
Ditto of Third, Spar, or Awaiting Deck *Hatches 23.67*
Ditto of Poop, or Raised Or. Dk. *85.87*
Ditto of Houses on Deck *48.25*
Ditto of Forecastle *23.25*
Gross Tonnage *1490.79*
Less Crew Space *59.85*
1430.94
Less Engine Room *476.86*
Register Tonnage as cut on Beam *954.08*

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.
Half Breadth (moulded) *16.50*
Depth from upper part of Keel to top of Upper Deck Beams *21.16*
Girth of Half Midship Frame (as per Rule) *33.25*
1st Number *70.91*
1st Number, if 3 Decked Vessel deduct 7 feet
Length *273.6*
2nd Number *19401*
Proportions— Breadths to Length *8.2*
Depths to Length— Upper Deck to Keel *12.9*
Main Deck ditto

Master *G. Norris*
Built at *Clydebank Glasgow*
When built *1882-83* Launched *7th May 1883*
By whom built *J. & C. Thomson*
Owners *Scrutton Sons*
Residence *Grauchurch St. Glasgow*
Port belonging to *London*
Destined Voyage *West Indies*
If Surveyed while Building, Afloat, or in Dry Dock
Built under Special Survey

Official Number

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
AS Rule	<i>273 7</i>	BREADTH— Moulded	<i>33 0</i>	DEPTH top of Floors to Upper Deck Beams	<i>19 4 1/2</i>	Power of Engines	<i>120</i>		<i>2</i>	<i>2</i>
ns of Ship per Register, length, <i>275.0</i> breadth, <i>33.15</i> depth, <i>19.0</i>										
Depth and thickness			Inches in Ship.		Inches per Rule.					
STEM, moulding and thickness			<i>9 x 2 1/2</i>		<i>9 x 2 1/2</i>		Flat Keel Plates, breadth and thickness			
STERN POST for Rudder do. do.			<i>9 x 5 1/2</i>		<i>9 x 5 1/2</i>		PLATES in Garboard Strakes, br'dth & thickness			
" " for Propeller			<i>9 x 5 1/2</i>		<i>9 x 5 1/2</i>		" From Garboard to upper part of Bilges			
Distance of Frames from moulding edge to moulding edge, all fore and aft			<i>24</i>		<i>24</i>		" Of d'ble at Bilge, increased thickness, and length applied			
FRAMES, Angle Iron, for 1/2 length amidships			<i>4 1/2 3 7</i>		<i>4 1/2 3 7</i>		" From up. prt of Bilge to lr. edge of Sh'rstrake			
Do. for 1/2 at each end			<i>3 3 7</i>		<i>3 3 7</i>		" Main Sheerstrake, breadth and thickness			
REVERSED FRAMES, Angle Iron			<i>3 3 7</i>		<i>3 3 7</i>		" Of d'ble at Sh'rstrake & lng. applied			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			<i>2 1/2 9</i>		<i>2 1/2 9</i>		" From M'n. to Up. or Spar Dk. Sh'rstrake			
" thickness at the ends of vessel			<i>10 3/4 7</i>		<i>10 3/4 7</i>		" Upper Spar Dk. Sh'rstrake, br'dth & thickness			
" depth at 1/2 the half-bdth. as per Rule			<i>10 3/4 7</i>		<i>10 3/4 7</i>		Butt Straps to outside plating, breadth & thickness			
" height extended at the Bilges			<i>4 3/4 8</i>		<i>4 3/4 8</i>		Lengths of Plating			
BEAMS, Upper, Spar, or Awaiting Deck			<i>6 1/2 3 8</i>		<i>6 1/2 3 8</i>		Shifts of Plating, and Stringers			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>6 1/2 3 8</i>		<i>6 1/2 3 8</i>		Gunwale Plate on ends of Awaiting Spar, or Upper Deck Beams, breadth and thickness			
Single or double Angle Iron on Upper edge			<i>24</i>		<i>24</i>		Angle Iron on ditto			
Average space			<i>24</i>		<i>24</i>		Tie Plates fore and aft, outside Hatchways			
BEAMS, Main, or Middle Deck			<i>8 8 8</i>		<i>8 8 8</i>		Diagonal Tie Plates on Beams, No. of Pairs			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>3 3 6</i>		<i>3 3 6</i>		Flat of Up., Spar, or Awaiting Dk.			
Single or double Angle Iron on Upper edge			<i>48</i>		<i>48</i>		How fastened to Beams			
Average space			<i>48</i>		<i>48</i>		Stringer Plate on ends of Main or Middle Deck			
BEAMS, Lower Deck			<i>13 1/2 13</i>		<i>13 1/2 13</i>		Beams, breadth and thickness			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			<i>12 13 12</i>		<i>12 13 12</i>		Is the Stringer Plate attached to the outside plating?			
Single or double Angle Iron on Upper edge			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Angle Irons on ditto, No.			
Average space			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Tie Plates, outside Hatchways			
KEELSONS Centre line, single or double plate			<i>8 8 8</i>		<i>8 8 8</i>		Diagonal Tie Plates on Beams, No. of pairs			
" " or Intercoastal, Plates			<i>3 3 6</i>		<i>3 3 6</i>		Flat of Middle Deck			
" Rider Plate			<i>48</i>		<i>48</i>		How fastened to Beams			
" Bulb Plate to Intercoastal Keelson			<i>13 1/2 13</i>		<i>13 1/2 13</i>		Stringer Plates on ends of Lower Deck, Hold-on			
" Angle Irons (6 in. diameter)			<i>12 13 12</i>		<i>12 13 12</i>		Orlop Beams			
" Double Angle Iron Side Keelson			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Is the Stringer Plate attached to the outside plating?			
" Side Intercoastal Plate			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Angle Irons on ditto, No.			
" do. Angle Irons			<i>3 3 7</i>		<i>3 3 7</i>		Stringer or Tie Plates, outside Hatchways			
" Attached to outside plating with angle iron			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Flat of Lower Deck			
BILGE Angle Irons			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Ceiling betwixt Decks, thickness and material			
" do. Bulb Iron			<i>8 8 8</i>		<i>8 8 8</i>		" in hold do. do.			
" do. Intercoastal plates riveted to plating for length			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Main piece of Rudder, diameter at head			
BILGE STRINGER Angle Irons			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		do. at heel			
" Intercoastal plates riveted to plating for length			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Can the Rudder be unshipped afloat?			
SIDE STRINGER Angle Irons			<i>5 1/2 4 9</i>		<i>5 1/2 4 9</i>		Bulkheads No.			

The FRAMES extend in one length from *Middle line* to *Summit* Riveted through plates with *7/8* in. Rivets, about *7* apart.
The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper deck* and to *lower 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 *4* 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 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.
Butts of *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* 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 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Sheerstrake riveted with *1 1/8* rivets.
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
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & single* No. of Breasthooks, *5* Crutches, *3* Steps *Yes*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*
Manufacturer's name or trade mark, *Casco & Co. Boston U.S.A.*
The above is a correct description
Printer's Signature, *J. James* Surveyor's Signature, *R. J. James*
ROBT. E. TAYLOR & CO. Commercial and General Steam Printers, 15, Old Street, Goswell Road, E.C.1, London.
GLS148-0102

State clearly where plating is of alternate thicknesses—measure distances from diminished thickness at ends of

If Iron Deck, state if whole or part, and if wood to hold thereon.

6159 9/15
 their length without requiring any making good of deficiencies?

492

44

24

A few

A few

Still in good

Foremast 80' 6" Mainmast 71' 0" Branches

and Scantling, as an approved sketch artist, recent

One Couple - Suit N^o

The Windlass is *a Barton & Co's*. Capstan *good* and Rudder *good* Pumps *as approved.*

The Windlass is a Baxter & Co's Capstan good and Rudder good Pumps as above
How secured in ordinary weather? Bolted

Engine Room Skylights.—How constructed? *Drain on iron casing* How secured in casing?
Give glass bullseyes in solid teare

What arrangements for deadlights in bad weather? *None*
 How constructed? *Iron latches (latches)* How are lids secured? *Bars Lysapaulins* Height above deck? *15 inches*

Coal Bunker Openings.—How constructed? *4 in. middle line hatch*
 810.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Green ports, 2 Mooring pipes, 3 Slippers*

Cargo Hatchways.—How formed? *Iron Coaming 40 inches high.*

State size **Main Hatch** } No. 3 - 6.0 x 8.0

Matches, If strong and efficient?

Order for Special Survey No. 1001 days

1st. On the several parts of the frame, when in place, and before the plating was wrought

October 9. 11. 17. 20. 24. 31. Nov. 7. 10. 14. 17. 21. 24. 25.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

No. 190 in builder's yard. I have a ()
The workmanship is good, and the vessel has

conformance with the approved sketches of Masjid Section.

♀ + 39' 0" Width about 52' 0" open alley way on each side, protected at fore

State if ~~one, two, or three~~ decked vessel, ~~or if open, or running decked~~; and the lengths of poop, bridge, forecastle, ~~or of the main body of the vessel~~

How are the surfaces preserved from oxidation? Inside Cement

I am of opinion this Vessel should be Classed 100 A. 1.
5 2 2 is received

The amount of the Entry Fee£ 5: 0: 0 is received by me,

Special £ 60: 18: 0

Certificate ...
(to be sent as per margin).

Committee's Minute.....

Committee's Minute

Character assigned

TUESDAY 26 JUNE 1883 18

18

100 DAY 20 APR 1966

TR 100A 1 2800 1 hr

Chas. Loring.

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

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Foundation