

3787 IRON SHIPS.

No. 94590 Survey held at Newcastle Date 30 April to 11 October 1881
 on the SS "The Babbler" Master Wm Fleck

Tonnage under tonnage deck 576.48 Built at Newcastle When built 1864 Launched 18 Aug
 Ditto of poop or spar deck -

Ditto of engine room 142.2 By whom built Richardson & Co Owners Geo. Robinson & Co

Total Register tonnage 449.21 Port belonging to London Newcastle Destined Voyage London
 If surveyed while Building, Afloat, or in Dry Dock See below amended

Length aloft 85 - Extreme Breadth 28 - Depth from top of Upper Deck Beam to top of Floor 11 - Power of Engines 2 Horse. N^o. of Decks 2

Dimensions of Ship per Register, length 85 - breadth 28 - depth 11

	Inches in Ship.		Inches required per Rule.			Inches in Ship.		Inches required per Rule.	
	Inches.	16ths.	Inches.	16ths.		Inches.	16ths.	Inches.	16ths.
Keel, if bar iron, depth and thickness	4	2 3/4	4	2 1/2	Plates in Garboard Strakes, breadth and thickness	3	3	10	30
" if plate iron, breadth and thickness					Ditto from Garboard to upper part of Bilges			9	
Stem, if bar iron, moulding and thickness	4	2 3/4	4	2 1/2	" from upper part of Bilge to a perpendicular height from upper side of Keel of 2/3ths the entire depth of Hold			8	11
" if plate iron, breadth and thickness					" from 2/3ths depth of Hold to lower edge of Sheerstrake			7	11
Stern-post, if bar iron, moulding and thickness	4	5 1/4	4	5	" Sheerstrake, breadth and thickness	32	4 1/2	10	30
" if plate iron, breadth and thickness					Butt Straps to outside plating, breadth and thickness	8 1/2	4 1/2	7	8 1/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	24	8	27	3 1/2
Frames, Size of Angle Iron, single or double	4	3 1/2	3 1/2	2 3/4	Angle Iron on ditto	4	4 1/2	4	4
" Reversed Iron, 1/2 to every frame					Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	10	8 1/2	10	8 1/2
" above or every bilge frame	3	3 1/2	3	2 1/2	Diagonal Tie Plates on ditto	4 1/2	3 1/2	4 1/2	8 1/2
Floors, depth and thickness of Floor Plate at mid line	14 1/2	8 1/2	14	8	Planksheer, materials and scantlings	10	8 1/2	10	8 1/2
" Ditto ditto at Bilge Keelson					Waterway ditto ditto				
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3 1/2	3	2 1/2	Flat of Upper Deck, thickness and material				
Beams, Deck (N ^o . 30) double Angle Iron, Plate, Tee, or Bulb Iron	4	4 1/2	4	4 1/2	" how fastened to Beams				
" double or single Angle Iron, on top edge	4 1/2	4 1/2	4 1/2	4 1/2	Ceiling between Decks and in Hold, thickness and material				
" average space between	2 1/2	2 1/2	2 1/2	2 1/2	Clamps or Spirketting ditto				
Hold, or Lower Deck (N ^o . 2) double Angle, Tee, Plate, or Bulb Iron	3	3 1/2	3	2 1/2	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	12	12 1/2	12	12 1/2
" double or single Angle Iron on top edge	3	3 1/2	3	2 1/2	Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	4 1/2	3 1/2	4 1/2	3 1/2
" average space between	2 1/2	2 1/2	2 1/2	2 1/2	Stringers in Hold	4 1/2	3 1/2	4 1/2	3 1/2
Paddle, sided and moulded, thickness of Plate size of Angle Iron					Flat of Lower Deck, thickness and material				
Engine					Main piece of Rudder, diameter at head	4 3/4	4 3/4	4 3/4	4 3/4
Keelson, single or double plate, box, or intercostal	23	8	23	8	" " " at heel	3 1/2	3 1/2	3 1/2	3 1/2
" Size of Plates	14	8 1/2	14	8 1/2	(Can the Rudder be unshipped afloat)				
" Size of Angle Irons	4 1/2	3 1/2	4 1/2	3 1/2	Bulkheads, N ^o . 3 Thickness of	4 1/2	4 1/2	4 1/2	4 1/2
" Side, single or double, plate, box, or intercostal	4 1/2	3 1/2	4 1/2	3 1/2	" Height up to upper deck				
" Bilge (No. 2) at each Bilge, single, or double, plate, or box	4 1/2	3 1/2	4 1/2	3 1/2	" how secured to the sides of the ship				

Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Plate

The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

Keelson, how are the various lengths of plates or angle irons connected? Hydraulic straps to Gunwale, rivetted, one straight

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1/4 in.) diameter, averaging (4 1/2 in.) apart.

" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.

" Butts from Keel to turn of bilge, worked carvel with butt straps (10/16 to 11/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.

" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart.

" Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double

" Butts from bilge to planksheers, worked carvel with butt straps (11/16 to 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 in.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 3/8)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?

Planksheer, how secured to the plating of the sides Explain by sketch Bolted to stringer and

Waterway " " planksheer and to the Beams if necessary. Side plating

Deck Beams, how secured to the side? Single plate Pieces rivetted to frames and keelson

Hold or Lower Deck ditto see

Paddle " " No. of breasthooks 5 crutches 1

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

Manufacturer's name or trade mark Stamper L.W. & B. Walker, Hopkins & Co. Bolton & Co. Birmingham

We certify that this is a correct description of the several particulars therein given. and B. B. Skerrett

Builder's Signature W. Luke Surveyor's Signature W. B. Skerrett

3787 Iron

anship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double
 etted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes
 the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
 the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Long lengths
 the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes
 well and sufficiently countersunk in the outer plate? Yes
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the
 Scanlings 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 rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
		Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
Fore Sails,	Chain	240	1 5/8	31	Bowers,	3	14.3.2 17.3.0 15.3.0
Fore Top Sails,	Hempen Stream Cable	60	1 3/4		Stream,	1	1.2.20 C
Fore Topmast Stay Sails,	Hawser	40	4 1/2		Kedges,	2	3.1.3 1.3.12 C
Main Sails,	Towlines	70	5 1/2				
Main Top Sails,	Warp	40	4				
and -	All of <u>hard</u> quality.	40	4				

Her Standing and Running Rigging Complete sufficient in size and hard quality.
 She has the life boat 20 Long Boat and Pinnace 20 feet long 16 feet
 The present state of the Windlass is Complete Mast and Rudder Complete Pumps 2 Hand at each pump
the one of which is in use

Order for Special Survey DATES of
 No. 457 Surveys held while building
 Date 2nd April 1864
 Order for Ordinary Survey as per
 No. Section 18.
 Date
 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched
Perhaps
Spill under
Special
Survey

State if she has a Spar Deck None Poop Small or Forecastle

General Remarks

This vessel is built in accordance with the
 approved tonnage section, herewith enclosed,
 having a double bottom fitted as shown
 therein, extending for 104 feet in length,
 likewise peak Tanks to the height of Horse
 beams.

In what manner are the surfaces preserved from oxidation? Inside Oxide of iron paint, Cement in bottom
 Ditto ditto Outside as above

I am of opinion this Vessel should be Classed A Double bottom
 The amount of the Fee £ 5 is received by me,
 Special £ 29:16
 Certificate (if required) £

W. Little

Committee's Minute 18th October 1864

Charge assigned AB

We concur in the
 above recommendations
 and do hereby certify
 the same
 Lloyd's Register
 Foundation