

Recd 5/8/44

On the Fore & Aft. Rigged Iron Paddle Steamer "Baron Ozy" Master Julien Verbiest

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

Feet.

HALF BREADTH (moulded) 14.11 1/2

DEPTH from upper part of Keel to top of Upper Deck Beams 16.3 1/2

GIRTH of Half Midship Frame (as per Rule) 24.9 1/2

1st NUMBER 59-0 1/2

1st NUMBER, if a ~~THREE DECKED VESSEL~~
(deduct 7 feet)

LENGTH 236

2nd NUMBER 13933

PROPORTIONS—Breadths to Length 7.8

Depths to Length—Upper Deck to Keel 14.1

Minor Deck ditto

Built at Newcastle
 When built 1875 Launched 2nd May 75
 By whom built C. Mitchell & Co
 Owners Antwerp Steamship Co
 Port belonging to Antwerp
 Destined Voyage —
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building

Dimensions of Ship per Register, length, 237.9 breadth, 30.2 depth, 14.9

	Inches in Ship.			Inches per Rule.		
KEEL , depth and thickness						
STEM , moulding and thickness... ..	$\frac{1}{2} \times 2\frac{3}{4}$			$\frac{1}{4} \times 2\frac{3}{4}$		
STERN-POST for Rudder do. do.	$\frac{1}{2} \times 2\frac{3}{4}$			$\frac{1}{4} \times 2\frac{3}{4}$		
for Propeller						
Distance of Frames from moulding edge to } moulding edge, all fore and aft	23 =			23 =		
				(Class 100-A)		
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships ...	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches required per Rule	Inches required per Rule	16ths. required per Rule
Do. for $\frac{1}{2}$ at each end	$3\frac{1}{2}$	3	4	$3\frac{1}{2}$	3	4
REVERSED FRAMES , Angle Iron	$3\frac{1}{2}$	3	6	$3\frac{1}{2}$	3	6
FLOORS , depth and thickness of Floor Plate } at mid line for half length amidships	3	3	6	$3\frac{1}{2}$	3	6
thickness at the ends of vessel	$1\frac{1}{2}$	x	4	$1\frac{1}{2}$	x	4
depth at $\frac{3}{4}$ the half-bdth. as per Rule			6			6
height extended at the Bilges... ..	9			$2\frac{3}{4}$		
	$3\frac{1}{2}$			$3\frac{1}{2}$		
BEAMS , Upper, Span, or Awaiting Deck } Single or double Ang. Iron, Plate or Tee Bulb Iron }	4	x	4	4	x	4
Single or double Angle Iron on Upper edge ...	$2\frac{1}{2}$	$2\frac{1}{2}$	5	$2\frac{1}{2}$	$2\frac{1}{2}$	5
Average space... ..	46			46		
BEAMS , Main, or Middle Deck						
Single or double Ang. Iron, Plate or Tee Bulb Iron }						
Single, or double Angle Iron, on Upper Edge ...						
Average space... ..						
BEAMS , Lower Deck, Hold, or Orlop } Single or double Ang. Iron, Plate or Tee Bulb Iron }	Semi Box					
Single or double Angle Iron on Upper Edge ...	4	x	4	4	x	4
Average space... ..	$2\frac{1}{2}$	$2\frac{1}{2}$	5	$2\frac{1}{2}$	$2\frac{1}{2}$	5
	2 frame spaces					
KEELS NS Centre line, single or double plate, } or Intercoastal, Plates	$2\frac{1}{2}$	x	4			4
" 1 Plate						
" 1 Plate to Intercoastal Keelson	4	x	4	4	x	4
" A Irons	$6\frac{1}{2}$	4	10	5	$3\frac{1}{2}$	4
" D Angle Iron Side Keelson						
" Si Intercoastal Plate	12	x	4			4
" Angle Irons	5	$3\frac{1}{2}$	4	5	$3\frac{1}{2}$	4
Attr. to outside plating with angle iron	3	3	6			
BILGE Angle Irons	5	$3\frac{1}{2}$	4	5	$3\frac{1}{2}$	4
do. Bulb Iron	4	x	4	4	x	4
do. Intercoastal plates riveted to plating for length						
BILGE STRINGER Angle Irons	5	$3\frac{1}{2}$	4	5	$3\frac{1}{2}$	4
Intercoastal plates riveted to plating for length.						
SIDE STRINGER Angle Irons						

	In ship.	In ship.	required	required
Flat Keel Plates, breadth and thickness ...	30 1/2	13	30	13
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <i>3/4 length</i> }	46	10	30	10
fin up. part of Bilge to l. edge of Sh'rstrake		9		9
Main Sheerstrake, breadth and thickness		9		9
of d'bling at Sh'rstrake <i>3/4</i> length applied	36 1/2	11	36	11
from Main to Up. or Spar Dk. Sh'rstrake.		9		9
Up. or Spar Dk Sh'rstrake, brdth & thickness				
Butt Straps to outside plating, breadth & thickness	9 1/2 x 16 1/2	9 1/2 x 12 9 1/2 x 16 1/2	9 1/2 x 12	9 1/2 x 16 1/2
Lengths of Plating ...	11 ft 6 in	9 ft 7 in		
Shifts of Plating, and Stringers ...	46	46		
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... }	4 1/2	10	4 1/2	10
Angle Iron on ditto ...	4 x 3 1/2	8	4 x 3 1/2	8
Tie Plates fore and aft, outside Hatchways ...	11	9	11	9
Diagonal Tie Plates on Beams No. of Pairs,				
Plank keel material and scantling ...				
Waterways do. do. ...				
Flat of Upper Deck do. do. <i>Yellow Pine</i> ...	4 x 3 1/2	3 1/2		
How fastened to Beams ...				
Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness ... }				
<i>Is the Stringer Plate attached to the outside plating?</i>				
Angle Irons on ditto, No. ...				
Tie Plates, outside Hatchways ...				
Diagonal Tie Plates on Beams, No. of pairs ...				
Waterways materials and scantlings ...				
Flat of Middle Deck do. do. ...				
How fastened to Beams ...				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams <i>Inside reverses</i> ... }	25	8	25	8
<i>Is the Stringer Plate attached to the outside plating?</i>	<i>Yes</i>			
Angle Irons on ditto, No. <i>Two</i> ...	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8
Stringer or Tie Plates, outside Hatchways ...				
Flat of Lower Deck ...				
Ceiling betwixt Decks, thickness and material ... in hold do. <i>Baltic Pudo.</i> ...	2 1/2		2 1/2	
Main piece of Rudder, diameter at head ... do. at heel ...	5 1/2		5 1/2	
	3		3	
<i>Can the Rudder be unshipped afloat?</i>	<i>Yes.</i>			
Bulkheads No. <i>4</i> Thickness of ...		6 1/2		5
Height up <i>Upper deck</i> ...				
How secured to sides of ship <i>Double frames</i> ...				
Size of Vertical Angle Irons <i>3 x 3 x 6/16</i> and distance apart <i>30</i> ins.				
Are the outside Plates doubled two spaces of Frames in length? <i>Yes.</i>				

Transoms, material. Knight-heads. Hawse Timbers. *Iron*

Windlass *Iron Patent-* Pall Bitt ✓

The **FRAMES** extend in one length from Keel to Cumwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about $5\frac{1}{2}$ apart.

REVERSED ANGLE IRONS on floors and frames extend from across middle line to upper part of bilge and to gunwale alternately.

QUESTIONS. 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 $\frac{7}{8}$ in. diameter, averaging $3\frac{1}{8}$ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $3\frac{1}{2}$ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $3\frac{1}{2}$ ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 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 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double ^{and} or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted _____ length amidships.

Butts of Main Stringer Plate, treble riveted for 44 ft length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for _____ length.

Breadth of laps of plating in double riveting $5\frac{1}{2} \times 4\frac{1}{2}$ Breadth of laps of plating in single riveting

4 Straps of Keelsons. Stringer and Tie Plates, treble, double or single Riveted? Treble & double riveted

away how secured to Beams (Explain by Sketch, if necessary.)

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles from Yellow Iron Co., Buffalo

Manufacturer's name or trade mark, *Hawthorn Crayford & Co. Boston Mass.*
Powesfield Iron Co. A. B. & Co. Vaughan N. C.

The above is a correct description.

Builder's Signature. *P. Stutchell*

Surveyor's Signature

Surveyorsto Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 14907 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? *solid single pieces*
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? *A few*

Masts, Bowsprit, Yards, &c., are *R 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

NUMBER for EQUIPMENT 15326		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.		240	1 1/16	3 1/2	240-1 1/16	3 1/2				
		Chain		Break	Shaw	55 1/2						
		R. W. C. P. S. J. Hartness Supt.		Date of Certificate	26 April 1875							
	Fore Sails,	Hemp Strm Cbl		90	1 1/16	90- 1 1/16						
	Fore Top Sails,	Hawser		90	2	---	9					
	Fore Topmast Stay Sails,	Towlines		90	6	---	5 1/2					
and Rigging Wire	Main Sails,	Warp		90	3 1/2							
	Main Top Sails,	quality		150	3							
Standing and Running Rigging		Hemp		sufficient in size and <i>good</i> in quality. She has <i>2 Life Long</i> Boats and <i>two others</i> .								

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron trunk Bolted to Bridge* How secured in ordinary weather? *Bolled to Bridge deck*

What arrangements for deadlights in bad weather? *Brass gratings and Canvas covers*

Coal Bunker Openings. How constructed? *Cast Iron Pipes* How are lids secured? *By studs* Height above deck? *1 1/2 in.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Two Ports each side besides Gangways and mooring pipes*

Cargo Hatchways. How formed? *Iron Cornings and Headledges*

State size Main Hatch *15 ft 1 in x 9 ft* Fore hatch *5 ft x 5 ft* Quarter hatch *7 ft 8 in x 6 ft*

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

What arrangement for shifting beams? *Iron shifting beam and wood fore & after*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. <i>10097</i>	DATES of Survey held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1074 Dec. 17. 24. 1075 Jan. 8. 15. 22. 25. Feb. 1.</i>
Date <i>2 Dec 1874</i>		2nd. On the plating during the process of riveting	<i>4. March 3. 12. 10. 19. 22. 27. April 1. 5. 8. 12. 15. 20. 21.</i>
Order for Ordinary Survey No. <i>---</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>26. 28. May 1. 4. 7. 12. 15. 20. 27. June 1. 4. 8. 10. 15.</i>
Date <i>---</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>July 5. 8. 12. 16. 21. 27. 28.</i>
No. <i>1219</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This is a two decked Paddle Steamer and built in accordance with the midship section attached. The main deck stringer plate is increased 10 in width the length of engine space, and 14 in at the break of poop. The doubling of main sheerstrake is increased 12 in width at the break of poop and extends 8 feet before the break. In the after hold and abash the semi box beams angle iron hold beams 6 x 2 1/4 x 8/16 are fitted to alternate frames, and in the after part of the fore hold bulb beams 6 x 6/16 with double angles 2 1/2 x 2 1/2 x 4/16, and forward angle iron beams 6 x 2 1/4 x 8/16 fitted to alternate frames, with a 3 in yellow Pine deck laid upon the same. Two plate beams fitted in engine and boiler space 12 1/2 x 9/16 with double angles to upper and lower edges 3 1/2 x 3 1/2 x 9 x 8/16 and an angle iron 5 x 3 x 8/16 is also fitted to the inner edge of hold beam stringer plate and extending the length of the engine and boiler space. Bilge keel fitted American elm secured to double angles 4 x 4 x 8/16 about 107 feet. She has a Poop 74 ft, Forecastle 46 ft and Bridge deck 56 feet in length. The general quality of the workmanship is good.*

State if one, two, or three, decked vessel, or if spar, or arcing 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 A1*

The amount of the Entry Fee ... £ 5 : : : is received by me, *P. Young*
Special Certificate ... £ 46 : 8 : : 4 Aug 1875
Certificate ... : : : :
(Travelling Expenses, if any, £ ---)

Committee's Minute *6th August 1875*

Character assigned *100 A1*

This vessel appears to be classed as recommended - *100 A1*
Lloyd's Register
2nd Edition
1875