

IRON SHIP.

No. *27268* Survey held at *Preston* Date, First Survey *July 23rd* Last Survey *Nov 9* 18*86*
On the *S S "Bebington"* Master

TONNAGE under Tonnage Deck *435.10*
Ditto of Third, Spar, or Awaiting Deck. *29.57*
Ditto of Poop, or Raised Or. De. *405.53*
Ditto of Houses on Deck *265.63*
Ditto of Forecastle *139.90*
Less Engine Room
Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
Feet.
HALF BREADTH (moulded) *22.5*
DEPTH from upper part of Keel to top of Upper Deck Beams *14*
GIRTH of Half Midship Frame (as per Rule) *30.4*
1st NUMBER *66.9*
1st NUMBER, if a 3-DECKED VESSEL, deduct 1 foot
LENGTH *129*
2nd NUMBER *2630*
PROPORTIONS—Breadths to Length *2-8*
Depths to Length—Upper Deck to Keel *9-2*
Main Deck ditto

Built at *Preston*
When built *1880* Launched *Aug 21*
By whom built *Allsup & Sons*
Owners *Birkenhead Corporation*
Port belonging to *Liverpool*
Destined Voyage *River Mersey Traffic*
If Surveyed while Building, Afloat, or in Dry Dock. *Yes*

LENGTH on deck as per Rule *129* Feet. Inches. BREADTH—Moulded *45.2* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *12* Feet. Inches. Power of Engines *90* Horse. No. of Decks with flat laid *one* No. of Tiers of Beams *one*

Dimensions of Ship per Register, length, *130*. breadth, *45.2* depth, *12.4*

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>7 1/4 x 17/16</i>	<i>7 1/4 x 17/16</i>
STEM, moulding and thickness	<i>6 1/2 x 3</i>	<i>6 1/2 x 3</i>
STERN-POST for Rudder do. do.	<i>21</i>	<i>21</i>
for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft		
CLASSES, Angle Iron, for 1/2 length amidships	<i>4 3 7</i>	
Do. for 1/2 at each end	<i>4 3 6</i>	
REVERSED FRAMES, Angle Iron	<i>3 2 1/2 6</i>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>20 - 8</i>	
thickness at the ends of vessel	<i>- - 6</i>	
depth at 1/2 the half-bdth. as per Rule	<i>9</i>	
height extended at the Bilges	<i>super section</i>	
BEAMS, Upper, Spar, or Awaiting Deck	<i>7 - 7</i>	
Angle or double Angle Iron, Plate or Tee Bulb Iron	<i>- - -</i>	
Angle or double Angle Iron on Upper edge	<i>42 - -</i>	
Average space	<i>- - -</i>	
BEAMS, Main, or Middle Deck	<i>- - -</i>	
Angle or double Angle Iron, Plate or Tee Bulb Iron	<i>- - -</i>	
Angle or double Angle Iron on Upper edge	<i>- - -</i>	
Average space	<i>- - -</i>	
BEAMS, Lower Deck, Hold, or Orlop	<i>- - -</i>	
Angle or double Angle Iron, Plate or Tee Bulb Iron	<i>- - -</i>	
Angle or double Angle Iron on Upper edge	<i>- - -</i>	
Average space	<i>- - -</i>	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>27 - 6</i>	
Rider Plate	<i>- - -</i>	
Bulb Plate to Intercoastal Keelson	<i>- - -</i>	
Angle Irons	<i>3 1/2 3 6</i>	
Double Angle Iron Side Keelson	<i>- - -</i>	
Side Intercoastal Plate	<i>- - -</i>	
do. Angle Irons	<i>- - -</i>	
Attached to outside plating with angle iron	<i>- - -</i>	
ANGLE Angle Irons	<i>3 1/2 3 6</i>	
do. Bulb Iron	<i>- - -</i>	
do. Intercoastal plates riveted to plating for length	<i>- - -</i>	
GE STRINGER Angle Irons	<i>3 1/2 3 6</i>	
Intercoastal plates riveted to plating for length	<i>- - -</i>	
E STRINGER Angle Irons	<i>3 1/2 3 6</i>	
osoms, material. Knight-heads.. Hawse Timbers.	<i>Iron</i>	
class <i>G heart</i> Pall Bitt	<i>-</i>	

	Inches in Ship.	16ths in Ship.	Inches per Rule.	16ths per Rule.
Flat Keel Plates, breadth and thickness	<i>33</i>	<i>9</i>		
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<i>-</i>	<i>7</i>		
of doubling at Bilge, or increased thickness, and length applied	<i>-</i>	<i>-</i>		
fin up part of Bilge to l.e. edge of Sh'rstrake.	<i>-</i>	<i>7</i>		
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Main to Upper or Spar Dk. Sh'rstrake.	<i>-</i>	<i>-</i>		
Up. or Spar Dk Sh'rstrake, brdth & thickness	<i>33</i>	<i>9</i>		
Butt Straps to outside plating, breadth & thickness	<i>9 1/2</i>	<i>same thickness as plates</i>		
Lengths of Plating	<i>10 feet 6"</i>			
Shifts of Plating, and Stringers	<i>will be arranged</i>			
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<i>30</i>	<i>6</i>		
Angle Iron on ditto	<i>3 1/2 x 3</i>	<i>6</i>		
Tie Plates fore and aft, outside Hatchways	<i>8</i>	<i>7</i>		
Diagonal Tie Plates on Beams No. of Pairs	<i>-</i>	<i>-</i>		
Planksheer material and scantling	<i>2</i>			
Waterways do. do.	<i>14 x 7</i>	<i>P pine</i>		
Flat of Upper Deck do. do.	<i>3 1/2</i>	<i>P pine</i>		
How fastened to Beams	<i>Must screw bolts</i>			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>-</i>	<i>-</i>		
Is the Stringer Plate attached to the outside plating?	<i>-</i>	<i>-</i>		
Angle Irons on ditto, No.	<i>-</i>	<i>-</i>		
Tie Plates, outside Hatchways	<i>-</i>	<i>-</i>		
Diagonal Tie Plates on Beams, No. of pairs	<i>-</i>	<i>-</i>		
Waterways materials and scantlings	<i>-</i>	<i>-</i>		
Flat of Middle Deck do. do.	<i>-</i>	<i>-</i>		
How fastened to Beams	<i>-</i>	<i>-</i>		
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>-</i>	<i>-</i>		
Is the Stringer Plate attached to the outside plating?	<i>-</i>	<i>-</i>		
Angle Irons on ditto, No.	<i>-</i>	<i>-</i>		
Stringer or Tie Plates, outside Hatchways	<i>-</i>	<i>-</i>		
Flat of Lower Deck	<i>-</i>	<i>-</i>		
Ceiling between Decks, thickness and material	<i>-</i>	<i>-</i>		
in hold do. do.	<i>-</i>	<i>-</i>		
Main piece of Rudder, diameter at head	<i>4 1/4</i>			
do. at heel	<i>2 1/2</i>			
Can the Rudder be unshipped afloat?	<i>yes</i>			
Bulkheads No. <i>4</i> Thickness of plates	<i>-</i>	<i>4 1/2</i>		
Height up to upper deck	<i>-</i>	<i>-</i>		
How secured to sides of ship	<i>By dovetail frames</i>			
Size of Vertical Angle Irons	<i>3 x 2 1/2 x 6</i>			
and distance apart	<i>30 ins.</i>			
Are the outside Plates doubled two spaces of Frames in length?	<i>yes</i>			

FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *13/16* in. Rivets, about *1/2* apart.
REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Bilge Stringer* and to *Gunwale* alternately.
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*
LATING. Garboard, double riveted to Keel, with rivets *1 1/16* in. diameter, averaging *5* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *13/16* in. diameter, averaging *3* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *13/16* in. diameter averaging *3* ins. from centre to centre.
Butts of — Strakes at Bilge for — length, treble riveted with Butt Straps — thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *13/16* in. diameter, averaging *3* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *13/16* in. diameter, averaging *3* ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. *double*
Butts of Main Sheerstrake, treble riveted for — length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
Butts of Main Stringer Plate, treble riveted for — length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting —
traps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double*
way, how secured to Beams *Nuts & screw bolts* (Explain by Sketch, if necessary.)
s of the various Decks, how secured to the sides? *Riveted to frames & stringer plates* No. of Breasthooks, Crutches, *10*
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Stapledon & Yorkshire Iron*
Manufacturer's name or trade mark, *Butterley & Co.*
The above is a correct description.
ler's Signature, *Wm Allsup & Sons* Surveyor's Signature, *John Meekley*
Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 496-0208

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
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? *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? *None* 28308 Bon

Masts, Bowsprit, Yards, &c., are *None* in *None* 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 *None*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.				
SAILS.		CABLES, &c.					Bower Anchors									
N ^o .	Chain	90	1 1/8	20.6			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	4.3.21	7.7.2						
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)			30.8												
Fore Top Sails,	Iron Str'm Chain	Lloyd's	Sturtevant	test	79	Lenses 17/8/00						Lloyd's	Sturtevant	test	79	Lenses 19/00
	Ditto do.															
Fore Topmast Stay Sails,	Strm Cbl	15	14/16	9.2.2			Stream	...								
	Hawser ...			10.5.0												
Main Sails,	Towlines	Lloyd's	Sturtevant	test	79	Lenses 9/10/00	Kedge	...								
Main Top Sails,	Warp ...	80	8				Ditto	...								
and	quality		9													

Standing and Running Rigging *none* sufficient in size and *None* in quality. She has *one* Long Boat and *in good order*

The Windlass is *9' beam* *good* Capstan *None* and Rudders *good* Pumps *2* *stucco in each compartment*

Engine Room Skylights. How constructed? *None* *but an iron house* How secured in ordinary weather? *21.6 x 14.2 in fitted over the engine*

What arrangements for deadlights in bad weather? *None*

Coal Bunker Openings. How constructed? *Cast iron* How are lids secured? *Bolted* Height above deck? *Level*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Well supplied with flap ports and scuppers*

Cargo Hatchways. How formed? *None*

State size Main Hatch *None* Forehatch *None* Quarterhatch *None*

If of extraordinary size, state how framed and secured? *None*

What arrangement for shifting beams? *None*

Hatches, if strong and efficient? *None*

Order for Special Survey No. <i>104</i>	DAYS of Surveys 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>1880 February 23, March 4, 22</i>
Date <i>20 March 1880</i>		2nd. On the plating during the process of riveting	<i>April 5, 13, 26 May 11, 7, 26 June 4, 24</i>
Order for Ordinary Survey No. <i>None</i>		3rd. When the beams were in and fastened, and before the decks were laid	<i>July 7 August 30 Sept 29 Oct 9, 19</i>
Date <i>None</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>November 9</i>
No. <i>66</i> in builder's yard		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This Vessel is built for the Luggage traffic between Birkenhead & Liverpool, and is fitted with two propellers at each end.*

The plans & section appended, & approved by the Committee, have been fully adhered to except the external bilge keelson which is fitted for a length of 40 feet instead of 80. This alteration was made by the request of the Owners.

She is well built, and her equipment is in accordance with the specification supplied by Owners to the Builders.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement in bottom & red lead* Outside *Red lead & other paints*

I am of opinion this Vessel should be classed ** 100A for Ferry purposes*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J. F. L.*

Special ... £ 21 : 15 : 0 *12/11 1880*

Certificate *None*

(Travelling Expenses, if any, £ *None*).

Committee's Minute *Liverpool Nov^r 12 - 1880*

Character assigned *100A for Ferry purposes. Record * Cen^r 7/80.*

** Lloyd's Lic in Rec 11-1880*

Surveyor to Lloyd's Register of British and Foreign Shipping

Lloyd's Register Foundation