

STEAM VESSELS.

1542

No. 1542 Port of London Date April 25 1855
 Survey of the Schooner Tourist Master C. Bridge
 Tonnage 236 By whom built _____ Where built Perth
 When built 1821 Owners Genl. D. N. Co. Port belonging to London
 Destined Voyage Antwerp
 Surveyed Afloat or in Dry Dock Afloat

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							
Power of Engines.....							

Scantling of Timber.			
Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each			
Floors in the middle			
1 st Foothooks	8	7	Oak
2 nd Foothooks			
3 rd Foothooks			
Timbers	6 1/2	7 1/2	5 1/2 "
Deck Beams..... Middle.....	7 1/2	7 1/2	Oak and Fir
Lower Deck Beams..... Middle.....	9	8	Oak and Fir
Paddle Beams.....	14	14	Oak
Main Kelson	11	24	Oak

Engine and Boiler Sleepers ..					
No.	Length.	Sided Inches.	Moulded Inches.	Sort of Wood.	
14	5 feet 6 inches	11	29	Oak and Fir	

5 feet before the Engine Room

Masts, Yards, &c.			Sails.	
Quality of Wood.	Length, &c.		Is generally well found in Sails, or otherwise.	
Bowsprit			} well found	
Foremast				
Main Mast				
Mizen Mast				

Cables, Cordage, &c.			Anchors.		Boats.	
Fathoms.	Inches.		Nos.		Number and Description.	
Cables, Hemp			2	Bower	Two good Boats	
D° Iron.....	180		1	Stream		
Hawser.....	50	6 1/2	1	Kedge		
Towlines	80	4 1/2				
1 st Warp						
2 nd D°	120	3				

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } Yes

We certify that the preceding is a correct description of the above-named Vessel and Stores.

Owner's Name _____
 Surveyor's Name George Bayley

1542 *Ion* SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Sewn to a limited extent - In the After Hold, *Timbers*
are good and well squared & fair workmanship.
The timbers aloft are spaced with 4. 4 1/2. 5 & 6 openings.

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Filled in solid to Floor Heads

Arrangement of
Sleepers.

Two on each side running from 5 feet abaft the
Boiler to 5 feet before the Engine Room Bulkhead
(about 30 feet) Made in three pieces - two transoms
Oak & one middle piece African Oak & 1/2 with Iron

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Bottom described to be Fir, Wales and Upjohns
African - Ceiling Fir, Bilge Strakes inside African
& Fir - all of good quality, well edged & wrought

Fastenings.

Iron or Copper, and
Date when done.

Copper and Iron - part original & part new with
a short time. - Butts and Floor Heads bolted through
and clenched inside. 3 Breast Hooks and
large Steenson Transom knees, and generally
well fastened.

Butt Bolts through
and clenched, or
otherwise.

If diagonally trussed
or otherwise.

Not Trussed

If Sheathed,
Coppered,
Doubled,
Felted.

Coppered part 1833 part 1834 (October)

Repairs.

Described to have been almost rebuilt in 1826 -
Lengthened & had large repair in 1832 -
Some repairs 1833 -

In October 1834 had new Paddle Beams, Engine Steps
and thick Strake at the Bilge - Flat of Bottom
thoroughly examined, (seen by me) & generally satisfactory

General Observations
and Opinion as
required by the
Instructions.

This vessel has evidently had very extensive repairs
& but little idea can be formed of her original build
Her Decks, Topsides, Plank sheers, Boles & fastenings
are now in good condition - & her general appearance
is favorable - & in my opinion she should be
classified *As* - *George Bayley*

The Amount of the Fee, " £ 1 : 1 : 0 is received by me. July 1835 *GMB*

Committee Minute *7 July* 183*5*

Character assigned *A. 1. 1*

M. H.



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