

# IRON SHIP.

No. 18619 Survey held at *Newcastle*

Date, First Survey *9th March*

(Received at London Office) THURS. 13 AUGUST 1885  
Last Survey *5th August* 1885

On the *Iron screw steamer "Baghdadi"*

TONNAGE under  
Tonnage Deck *1635.09*  
Ditto of Third, Spar, or Awning Deck *5.65*  
Ditto of Poop, or Raised Or. Dk. *4.96*  
Ditto of Houses on Deck *54.83*  
Ditto of Forecastle *✓*  
Gross Tonnage *1703.53*  
Less Crew Space *54.36*  
Less Engine Room *545.13*  
Register Tonnage as out on Beam *1104.04*

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
\* SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) *17.37*  
Depth from upper part of Keel to top of Upper Deck Beams *18.7*  
Girth of Half Midship Frame (as per Rule) *31.9*  
1st Number *67.97*  
1st Number, if a 3-Decked Vessel deduct 7 feet *✓*  
Length *253.5*  
2nd Number *17.230*  
Proportions— Breadths to Length *7.29*  
Depths to Length— Upper Deck to Keel *13.5*  
Main Deck ditto *✓*

Master *Young*  
Built at *Newcastle*  
When built *1885* Launched *27/6/85*  
By whom built *Wigham Richardson & Co.*  
Owners *The Persian Gulf S.S. Co.*  
Residence *London*  
Port belonging to *London*  
Destined Voyage *Persian Gulf*  
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *256* Feet. *6* Inches. BREADTH— Moulded *34* Feet. *9* Inches. DEPTH top of Floors to Upper Deck Beams *17* Feet. *0* Inches. Do. do. Main Deck Beams *17* Feet. *0* Inches. Power of Engines *200* Horse. N° of Decks with flat laid *Two* N° of Tiers of Beams *Three*

Dimensions of Ship per Register, length, *253* breadth, *35.1* depth, *24.5* Moulded depth *18 ft*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	—	—	—	—
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	—	—	—	—	—	—
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	—	—	—	—	—	—	—	—
" for Propeller	—	—	—	—	—	—	—	—	—	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	—	—	—	—	—	—	—	—
FRAMES, Angle Iron, for 2/3 length amidships	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
Do. for 1/2 at each end	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3	4 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8	20 1/2 x 8
" thickness at the ends of vessel	7	7	7	7	7	7	7	7	7	7
" depth at 2/3 the half-bdth. as per Rule	11	10 1/2	11	10 1/2	11	10 1/2	11	10 1/2	11	10 1/2
" height extended at the Bilges	41	41	41	41	41	41	41	41	41	41
BEAMS, Upper, Spar, or Awning Deck	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6	6 1/2 x 6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4	3 x 2 1/4
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	48	48	48	48
Average space	24	24	24	24	24	24	24	24	24	24
BEAMS, Main, or Middle Deck	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8	6 x 8
Single, or double Angle Iron, on Upper Edge	24	24	24	24	24	24	24	24	24	24
Average space	24	24	24	24	24	24	24	24	24	24
BEAMS, Lower Deck	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper Edge	48	48	48	48	48	48	48	48	48	48
Average space	24	24	24	24	24	24	24	24	24	24
BEAMS, Hold, or Orlop	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8	8 1/2 x 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Single or double Angle Iron on Upper Edge	48	48	48	48	48	48	48	48	48	48
Average space	24	24	24	24	24	24	24	24	24	24
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12	17 x 12
" Rider Plate	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12	11 x 12
" Bulb Plate to Intercostal Keelson	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
" Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
" Double Angle Iron Side Keelson	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
" Side Intercostal Plate	8	8	8	8	8	8	8	8	8	8
" do. Angle Irons	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2	3 1/2 x 3 1/2
" Attached to outside plating with angle iron	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
BILGE Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
" do. Bulb Iron	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8	9 x 8
" do. Intercostal plates riveted to plating for 3/5 length	8	8	8	8	8	8	8	8	8	8
BILGE STRINGER Angle Irons	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4	5 x 4
Intercostal plates riveted to plating for 1/2 length	8	8	8	8	8	8	8	8	8	8
SIDE STRINGER Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to main* and to *spar* 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 *1/8* in. diameter, averaging *5 1/2* 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 *7/16* 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 3/8* 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.

" 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 *5/4* Breadth of laps of plating in single riveting *✓*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *5* Crutches, *2*

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

Manufacturer's name or trade mark, *Angles - Samian Long. Plates - Moore iron works.*

The above is a correct description.

Builder's Signature, *Wigham Richardson & Co.* Surveyor's Signature, *J. W. Scullard*

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

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Queen's Road, E.C., London.



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? *yes*  
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 *Iron* 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 *Has two iron masts as auxiliary to the steam power - Lengths Foremast 82 ft. dia 20 1/2" (whole) Main Mast 73 ft. - 20 1/2"*  
*Two plates in the round 6/16 to 5/16 - thickness - edges double riveted butts treble riveted & straps 1/6 thicker -*

NUMBER for EQUIPMENT 21,032		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
SAILS.		CABLES, &c.										
Nº.	Chain	270	1 1/6	51 1/4	270-1 1/6		Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Sails,	Iron Stream Chain	75	1 1/6	20 7/8	75-1 1/6			1	28-1-0	27-6-1-0	27 3/4 Cal	
Fore Top Sails,	or Steel Wire ..							1	27-3-0	26-18-3-0	27 3/4 - 11	
Fore Topmast Stay Sails,	or Hempen Strm Cable .....	90	3 1/2	Stel. tested as per Rule	90-11			1	24-1-0	24-1-3-14	23 1/2 - 11	
Main Sails,	Towline, Hemp.	90	3		90-9							
	or Steel Wire ..	90	3		90-9		Stream Anchor	1	8-3-7	10-18-3-0	8 3/4 - 11	
Main Top Sails,	Hawser .....	90	7 1/2	Hemp	90-7		Kedge	1	4-2-7	6-18-3-0	4 1/2 - 11	
and	Warp .....	180	5				2nd Kedge	1	7-1-0	4-15-0-0	2 1/4 - 11	
	quality food	180	4									

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *3 others*  
The Windlass is *Iron patent* Capstan *✓* and Rudder *good* Pumps *goods*  
Engine Room Skylights.—How constructed? *Strongly of Teak* How secured in ordinary weather? *Always shipped*  
What arrangements for deadlights in bad weather? *Bulls' eyes*  
Coal Bunker Openings.—How constructed? *Circular cast iron* How are lids secured? *lugs* Height above deck? *9"*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 ports & 5 scuppers on each side*  
Cargo Hatchways.—How formed? *Plates & angles*  
State size Main Hatch *12 x 11; 22 x 11* Fore Hatch *12 x 11; 22 x 11* Quarter Hatch  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? *deep shifting beams & 3 wood fore & afters*  
Hatches, If strong and efficient? *yes - solid*

Order for Special Survey No. <i>1898</i>	DATES 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>1885 March 9. 12. 17. 18. 24. 30. April 1. 8. 10. 13. 14.</i>
Date <i>16th Feb 1885</i>		2nd. On the plating during the process of riveting	<i>16. 20. 22. 23. 29 May 1. 6. 8. 11. 12. 13. 19. 20.</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>22. 27. 28 June 2. 4. 8. 9. 12. 16. 17. 19. 22. 25. 26.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>29. 30 July 6. 7. 8. 10. 15. 16. 17. 20. 21. 23. 24.</i>
No. <i>194</i> in builder's yard.		5th. After the ship was launched and equipped	<i>27. 31 August 5</i>

State dates of letters respecting this case  
General Remarks (State quality of workmanship, &c.) *This spar decked vessel has been built in accordance with the approved drawings and in other respects to the Rules for the 100 ft grade.*  
*Has an open bridge 48 ft. long - and a wood deck house aft. 36 ft x 18 ft*  
*The ballast tanks were tested by water pressure as per Rule & found satisfactory -*  
*Workmanship & material good.*  
*The approved drawings are forwarded herewith -*  
*Stem & Rudder frame & Stem forging Report now forwarded*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *+ 100 ft. S. Spar dk. one iron deck*  
The amount of the Entry Fee .....£ 4 : - : - is received by me, *W. G. S.*  
Special .....£ 66 : 4 : 6 *Augt 1885*  
(to be sent as per margin). Certificate *gratis* : - : -  
(Travelling Expenses, if any, £ - - -).  
Committee's Minute  
Character assigned  
*100 ft. S. Spar dk. one iron deck*  
*3 Iron Deck*  
*18th Aug 1885*  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*  
*This vessel appears to be eligible to be classed 100 ft. S. Spar dk. as recommended.*  
*100 ft. S. Spar dk.*  
*3 Iron Deck.*  
*Double Bottom (particulars appended).*  
*Lloyd's Register Foundation*  
*18/8/85*