

## STEEL STEAM HOPPER DREDGER.

BOX OAS

THURS [23 DEC 1886]

(Received at London Office,

## IRON SHIP

Date, First Survey 19<sup>th</sup> MarchLast Survey 24<sup>th</sup> November 1886

Survey held at Glasgow

Steel Steam Hopper Dredger "B.D-1" - Four Screws.

AGE under 1072.39  
Third, Spar, 25.34  
Poop, or 49  
on Deck  
Forecastle 1048.53  
Tonnage 54.43  
Screw Space 991.12  
Engine Room 546.44  
Tonnage 414.65  
on Beam

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

Half Breadth (moulded) 21.5  
Depth from upper part of Keel to top of Upper Deck Beams 18.0  
Girth of Half Midship Frame (as per Rule) 33.57  
1st Number 75.07  
1st Number, if a 3-Decked Vessel deduct 7 feet  
Length 198.00  
2nd Number 14863.86  
Proportions— Breadths to Length 4.6  
Depths to Length—Upper Deck to Keel 11.0  
Main Deck ditto

Master Alfred Nicholas 1886-1886  
Built at Renfrew  
When built 1886 Launched 29<sup>th</sup> October  
By whom built Wm Simons & Co.  
Owners The Corporation of the City of Bristol  
Residence Bristol  
Port belonging to Bristol  
Destined Voyage Bristol  
If Surveyed while Building, Afloat, or in Dry Dock.  
Specially surveyed while building

Feet. Inches. BREADTH— Moulded... 43 0  
Feet. Inches. DEPTH top of Floors to Upper Deck Beams 16 4  
Do. do. Main Deck Beams 16 4  
Power of Engines 210  
N<sup>o</sup>. of Decks with flat laid Two  
N<sup>o</sup>. of Tiers of Beams Two  
Inches. In Ship. 16ths. In Ship. 16ths. per Rule. per Rule

er for Special Survey No 2069  
Date 4<sup>th</sup> March 1886  
er for Ordinary Survey No.  
Date 25<sup>th</sup> in builder's yard.  
ate dates of letters respecting this case.  
1st. On the several parts of the frame, when in place, and before the plating was wrought  
2nd. On the plating during the process of riveting  
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 or cemented..  
5th. After the ship was launched and equipped  
1886 - March 19<sup>th</sup>, 25<sup>th</sup>, April 1<sup>st</sup>, 4<sup>th</sup>, 12<sup>th</sup>, 15<sup>th</sup>, 22<sup>nd</sup>, May 14<sup>th</sup>, 17<sup>th</sup>, 20<sup>th</sup>, 27<sup>th</sup>, June 8<sup>th</sup>, 14<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 25<sup>th</sup>, July 6<sup>th</sup>, 13<sup>th</sup>, 15<sup>th</sup>, 22<sup>nd</sup>, 26<sup>th</sup>, 28<sup>th</sup>, August 3<sup>rd</sup>, 12<sup>th</sup>, 20<sup>th</sup>, 27<sup>th</sup>, September 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>, 20<sup>th</sup>, 23<sup>rd</sup>, October 6<sup>th</sup>, 11<sup>th</sup>, 14<sup>th</sup>, 19<sup>th</sup>, 25<sup>th</sup>, 26<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, November 1<sup>st</sup>, 5<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 15<sup>th</sup>, 20<sup>th</sup>, 25<sup>th</sup>, 27<sup>th</sup>.  
The Secretary's "M" 30<sup>th</sup> Jan<sup>y</sup> 1886, 4<sup>th</sup> Feb<sup>y</sup>, 29<sup>th</sup> June, - "P" 9<sup>th</sup> Sept. - "M" 17<sup>th</sup> Nov. and 19<sup>th</sup> Nov.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved Plans, and with the Specification hereto appended. The Steel used in her construction is of special brand S.B. and S.B. manufactured by the Steel Company of Scotland and tested by the Society's Surveyors in accordance with the requirements. The Upper Deck is formed with chequered plating of Palmers' B.B. Iron. The three Peak Ballast Tanks - one at fore end, and one on each side of the HULL at after end, have been filled and satisfactorily tested with water pressure. The workmanship throughout the vessel is good. The cables used in launching have been carefully examined and re-tested to proof and breaking strains in accordance with the instructions per the Secretary's letter "M" of the 19<sup>th</sup> November 1886. It has been found impracticable to embody all the scantlings and arrangements of this special type of vessel in a First Entry Report Form.

As instructed by the Secretary's letter "M" of the 19<sup>th</sup> November 1886. I have calculated the Displacement and Spare Buoyancy of the vessel at the specified "moulded Draft of 14 ft. 6 ins." and corresponding Freeboard of 2 ft 6 ins. (Sec. D, Clause 1, para. 6. Spec.) excluding the Hoppers and HULL, but including the displacement of the two screw shaft tunnels passing through the Hoppers, and I find the result to be as follows viz: -

Displacement from 14.5 ft to 14.0 (mlded)	427
Do: due to Sheer of Deck	79
Do: due to round of Beam	95
Do: due to two Breaks	71
Total	672 Tons

Total displacement to 14.0 ft plus sheer, round of beam and 2 Breaks = 2682 Tons

Spare buoyancy as above = 672 Tons, = 25.05%.

are the surfaces preserved from oxidation? Inside Paint and Cement Outside Paint and Cement

of opinion this Vessel should be Classed A, - "Steel, Steam Hopper Dredger"

amount of the Entry Fee £ 4 : : : is received by me, Special £ 63 : : : 21/12/ 1886

to be sent as per margin), Certificate ... : : : Travelling Expenses, if any, £ ) Committee's Minute

Character assigned L.A.D.C. Steel Steam Hopper Dredger 18R (2000) 2013

FRIDAY 31 DEC 1886

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

It is submitted that this vessel appears eligible for classed

A.1. Steel Steam Hopper Dredger

100 (gross) 24 (beam)

Lloyd's Register Foundation

0002024-002037-0136