

NWC792-0119

IRON SHIP.

TUESDAY 23 OCT 1884

No. 17943 Survey held at North Shields Date, First Survey 24th April Last Survey 29th Sept 1884

On the Screw Steamer "BASIC"

TONNAGE under Tonnage Deck	137.72
Ditto of Third, Spar, or Awning Deck	5.75
Ditto of Deck or Raised Or. Dk.	14.51
Ditto of Houses on Deck	8.26
Ditto of Forecastle	2.79
Gross Tonnage	169.03
Less Crew Space	9.14
Less Engine Room	159.89
Register Tonnage as out on Beam	54.09
	105.80

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

Half Breadth (moulded)	9.5
Depth from upper part of Keel to top of Upper Deck Beams	9.8
Girth of Half Midship Frame (as per Rule)	17.5
1st Number	36.8
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	100.
2nd Number	368.00
Proportions— Breadths to Length	5.2
Depths to Length— Upper Deck to Keel	10.2
Main Deck ditto	8.11

Master *A. Foyette* *banwright*
 Built at *North Shields*
 When built *1884* Launched *18th August*
 By whom built *J & W Smith*
 Owners *Sutherland & Co*
Crawford & Co Residence *Middlesbrough*
 Port belonging to *Middlesbrough*
 Destined Voyage *Coasting*
 If Surveyed while Building, Afloat, or in Dry Dock.
While building afloat.

Official Number

LENGTH on deck as per Rule	100	BREADTH Moulded	19	DEPTH top of Floors to Upper Deck Beams	8	9 1/2	Power of Engines	30	Nº. of Decks with flat laid	one	Nº. of Tiers of Beams	one
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Dimensions of Ship per Register, length, *101* breadth, *19.1* depth, *8.65* Depth Moulded *9.15 1/2*

	Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule	
	16ths	per Rule	16ths	per Rule	16ths	per Rule	16ths	per Rule	16ths	per Rule	16ths	per Rule
KEEL, depth and thickness	6 3/4	1 1/4	6 3/4	1 1/4	6 3/4	1 1/4	6 3/4	1 1/4				
STEM, moulding and thickness	6	1 1/4	6	1 1/4	6	1 1/4	6	1 1/4				
STERN-POST for Rudder do. do.	6	2 1/2	6	2 1/2	6	2 1/2	6	2 1/2				
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft	20		20		20		20					
FRAMES, Angle Iron, for 1/2 length amidships	2 1/2	2 1/2	5	2 1/2	2 1/2	2 1/2	5	2 1/2				
Do. for 1/4 at each end	2 1/2	2 1/2	5	2 1/2	2 1/2	2 1/2	5	2 1/2				
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4	4	2 1/4	2 1/4	2 1/4	4	2 1/4				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	11		5	11		5	11					
" thickness at the ends of vessel			5			5						
" depth at 1/2 the half-bdth. as per Rule	8 1/2		5 1/2		8 1/2		5 1/2					
" height extended at the Bilges	<i>Brackets as per approved plan.</i>											
BEAMS, Upper, Spar, or Awning Deck	3 1/2	3 1/2	6	3 1/2	2 1/2	6	3 1/2	2 1/2				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge	20				20							
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal, Plates			5			5						
" Rider Plate												
" Bulb Plate to Intercostal Keelson			5			5						
" Angle Irons	5	3	9	3	3	6	3	3	6			
" Double Angle Iron Side Keelson	3	3	6	3	3	6	3	3	6			
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length	3	3	6	3	3	6	3	3	6			
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck is laid thereon.

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6.5* apart.

The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *bilge* and to *R. 20th gunwale* 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* in. diameter, averaging *5* ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3.2 1/2* ins. from centre to centre.

" Butts of *one* Strake at Bilge for *half* length, *double* riveted with Butt Straps *1/6* 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 *3.2 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

" Butts of Main Stringer Plate, *double* riveted for *whole* 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 *2 1/2* To all fore and aft stringers.

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

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

Manufacturer's name or trade mark, *plates-Palmers Co. Angles. Dorman Long & Co.*

The above is a correct description.

Builder's Signature, *J. W. Smith* Surveyor's Signature, *J. Shildston*

Report recd 30/10/1884 sent to Lar. 28/10/1884

Form No. 1 for Iron Ships—15/10—2.7.84—Transfer Ink.

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? *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 in butts.*

Masts, Bowsprit, Yards, &c., are *of Wood* 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

Wood masts for auxiliary purposes only.

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.						Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Fore Sails, Chain	120	3/4	15 1/2 Js 10/53	120 x 3/4	17 July 1884			4-1-6	6.15-0-0	4-1-0	17 July 1884
Fore Top Sails, Iron Stream Chain	45	9/8	1 1/2 Js 33/425	45 x 9/8	17 July 1884			4-0-2	6.12-0-0	4-1-0	9 July 1884
Fore Topmast Stay Sails, Hemp	75	6 1/2	-	75-6	-						
Main Sails, Hawser	90	4	-	90-4	-	Stream Anchor		1-1-6	Not req'd	1-1-0	Not req'd
Main Top Sails, Warp						Kedge		0-2-0	-	0-2-0	-
and quality <i>Good</i>						2nd Kedge		-	-	-	-

Standing and Running Rigging *3d wire rope* sufficient in size and *good* in quality. She has *one* Long Boat and
 The Windlass is *Iron Patent* *Sm. Tinch. Capstan* *Good* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *plates and angles* How secured in ordinary weather? *Hand screws.*
 What arrangements for deadlights in bad weather? *Bulls eyes.*
Coal Bunker Openings.—How constructed? *Cast Iron Circular* How are lids secured? *Match bars* Height above deck? *6 above R. 20 ft*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *ports and scuppers.*
Cargo Hatchways.—How formed? *By plates and angles.*
 State size **Main Hatch** *25 ft by 11 ft* Forehatch *3 ft 6 in by 2 ft 6 in* Quarterhatch *-*
 If of extraordinary size, state how framed and secured? *Two deep web plate beams fitted at main hatch with three tiers of wood fore & afters.*
 What arrangement for shifting beams? *Strong and efficient.*
Hatches, If strong and efficient?

Order for Special Survey No. *1860* *1860*
 Date *21 Dec 1834* *10 June 1844*
 Order for Ordinary Survey No. *90*
 Date *1884*
 No. *90* in builder's yard.
 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 *1884 April 24. 30 May 6. 12. 16. 21. 27*
 2nd. On the plating during the process of riveting *June 3. 11. 18. 27. July 2. 8. 19. 25. 28*
 3rd. When the beams were in and fastened, and before the decks were laid.... *August 5. 27. Sept. 1. 2. 5. 9. 11. 19. 26. 29*
 4th. When the ship was complete, and before the plating was finally coated or cemented..
 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Good.*
This vessel has been constructed in accordance with the approved drawings and in general conformity to the Rules.
A peak tank has been fitted on the fore side of collision bulkhead, tested in accordance with the Rules and found satisfactory. Particulars as per printed slip.
She is a one decked vessel, having a raised quarter deck 33 ft 4 in long, bridge 8 ft and sink forecabin 12 ft long.
Steer & 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 and Paint* Outside *Paint.*
 I am of opinion this Vessel should be Classed *T.O.A.S.*
 The amount of the Entry Fee£ 1 : - : - is received by me, *W.C.B.*
 Special£ 8 : - : - *27th Oct 1884*
 (to be sent as per margin). Certificate *paid* : - : -
 (Travelling Expenses, if any, £ -)
 Committee's Minute *FRIDAY 31 OCT 1884 18*
 Character assigned *Iron*
 J. Shilston
 Surveyor to Lloyd's Register of British and Foreign Shipping.

