

# IRON SHIP.

Rec'd 6th APL 1882  
Rec'd 17th APL 1882

No. 4217 Survey held at Bristol Date, First Survey 11 May 1882 Last Survey Dec 12 1882  
On the Sew Tug Galloper Yard Number 54 Master D. Ryan  
Built at Bristol  
When built 1882 Launched 14 Oct  
By whom built G. K. Stothert  
Owners C. O. Young & Christie  
Port belonging to Gardiff  
Destined Voyage Coasting  
Surveyed while Building, Afloat, & in Dry Dock.

TONNAGE under Tonnage Deck	67.01	ONE, OR TWO DECKED, THREE DECKED VESSEL.	
Ditto of Third, Spar, or Awning Deck.		SPAR, OR AWNING-DECKED VESSEL.	
Ditto of Poop, or Raised Qr. Dk.		HALF BREADTH (moulded) .. .. .	7.5
Ditto of Houses on Deck .. .		DEPTH from upper part of Keel to top of Upper Deck Beams	10
Ditto of Forecastle		GIRTH of Half Midship Frame (as per Rule) .. .	14.5
Gross Tonnage	67.01	1st NUMBER .. .. .	32
Less Crew Space	8.14	1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet .. .. .	
Less Engine Room	57.37	LENGTH .. .. .	75
Register Tonnage as cut on Beam	1.50	2nd NUMBER .. .. .	2400
		PROPORTIONS—Breadths to Length .. .. .	5
		Depths to Length—Upper Deck to Keel .. .. .	8
		Main Deck ditto .. .. .	

LENGTH on deck as per Rule ... 75 0 BREADTH—Moulded... 15 0 DEPTH top of Floors to Upper Deck Beams ... 9 4 1/2 Power of Engines ... 50 N° of Decks with flat laid 1 N° of Tiers of Beams 1

Dimensions of Ship per Register, length, 75.9 breadth, 15.3 depth, 9.25

	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 .. .. .	6 x 1 1/2	6 x 1 1/2						
STEM, moulding and thickness... .. .	5 1/2 x 1 1/2	5 1/2 x 1 1/2						
STERN-POST for Rudder do. do. .. .	5 1/2 x 2 1/4	5 1/2 x 2 1/4						
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .	20	(Class 100A)						
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end .. .. .	2 1/2	2 1/2	5	2 1/2	2 1/2	5		
REVERSED FRAMES, Angle Iron .. .. .	2 1/4	2 1/4	4	2 1/4	2 1/4	4		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships .. .	9 1/2		4	9 1/2		4		
thickness at the ends of vessel .. .. .	5			5				
depth at 3/4 the half-bdth. as per Rule .. .	19			19				
height extended at the Bilges... .. .								
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space... .. .	4 1/2	3	6	4 1/2	3	6		
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space... .. .	40			40				
BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space... .. .								
KEELSONS Centre line, single or double plate, bar, or Intercoastal, Plates .. .	7 1/2	6		7 1/2	6			
" Rider Plate .. .. .	6 3/8	6		6 3/8	6			
" Bulb Plate to Intercoastal Keelson .. .								
" Angle Irons .. .. .	3	3	6	3	3	6		
" Double Angle Iron Side Keelson .. .								
" Side Intercoastal Plate .. .. .								
" do. Angle Irons .. .. .								
" Attached to outside plating with angle iron .. .. .								
BILGE Angle Irons .. .. .								
" do. Bulb Iron... .. .								
" do. Intercoastal plates riveted to plating for length .. .. .								
BILGE STRINGER Angle Irons .. .. .	3	3	6	3	3	6		
" Intercoastal plates riveted to plating for length .. .. .								
SIDE STRINGER Angle Irons .. .. .	3	3	6	3	3	6		
Transoms, material. Knight-heads. Hawse Timbers. .. .. .								
Windlass <u>8 Oak</u> Pall Bitt <u>8 Oak</u> .. .. .								

The FRAMES extend in one length from Gunnwale to Gunnwale Riveted through plates with 9/8 in. Rivets, about 5" apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of bilge and to 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 3/4 in. diameter, averaging 4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 1/2 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 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 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 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 1/4 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 2

Waterway, how secured to Beams (Explain by Sketch, if necessary)

Beams of the various Deck, how secured to the sides? By 3/8 in bracket knee plates No. of Breasthooks, 1 Crutches, deep floors

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

Manufacturer's name or trade mark, Guest & Co

The above is a correct description.

Builder's Signature, G. K. Stothert & Co Surveyor's Signature, L. J. Hearle



Workmanship. Are the butts of plating planed or otherwise fitted?

Planed and well fitted

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? None

Mast, Bowsprit, Yards, &c., are Iron, and 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

NUMBER for EQUIPMENT 2400

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain stud.	120 1/2	1 1/8	8 5/16 Tons	120 x 7 1/2	8 5/16 + 1 1/2	Bowers ...	2	3.214	6.0.3.2	3 1/2 cut	5.18.0
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	120 1/2	1 1/8	8 5/16 Tons	120 x 7 1/2	8 5/16 + 1 1/2	(State Machine where Tested, Date, and name of Superintendent.)		3.2.7	6.0.3.2	3 1/2 cut	5.18.0
1	Fore Topmast Stay Sail,	Cham	120 1/2	1 1/8	8 5/16 Tons	120 x 7 1/2	8 5/16 + 1 1/2			A Tipton	15.15.15	ER Dist Sup	
1	Main Sail,	Ham Strm Cbl	45 1/2	7/8	3 Tons	45 x 7 1/2				B	"	"	"
1	Main Top Sails,	Hawser ...	120 1/2	1 1/8	8 5/16 Tons	120 x 7 1/2	8 5/16 + 1 1/2	Stream ...	1	3.0	not tested	1.0.10 incl.	5.18.0
and		Towlines ...	90	7	Manila			Kedges ...	1	2.0	"	2.27	"
		Warp ...	60	4									
		quality <u>good</u>											

Standing and Running Rigging are sufficient in size and good in quality. She has one Long Boat and

The Windlass is 8 Oak Capstan none and Rudder Iron Pumps Iron, 3 1/2 inches diam

Engine Room Skylights. How constructed? 44 coaming How secured in ordinary weather? Quadrants & pins

What arrangements for deadlights in bad weather? Battered down

Coal Bunker Openings. How constructed? Iron imp covers How are lids secured? see below Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Three side scuttles 14 1/2 x 8 1/2 and 3 scuppers on each side.

Cargo Hatchways. How formed? none

State size Main Hatch none Forehatch none Quarterhatch none

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, If strong and efficient? ✓

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 84 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
- 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

May 11 - June 1 - 19. 26 - July 18.  
Aug 3. 15. 17  
Sept 19. Oct 5  
Oct 9. 12. 14  
Oct 25. 26 Nov 6-29. Dec 7. 12.

General Remarks, (State quality of workmanship &c.)

This vessel has been specially surveyed while building and her scantlings and arrangements are in accordance with the requirements of the Rules for the 100 ton grade

The workmanship is of good quality

The covers of Bunker opening on deck are so constructed with heavy flush iron covers, that no sea can open them, the weight of the covers, and the delph flange hanging down keeping them safe

Section.

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

How are the surfaces preserved from oxidation? Inside Cement in bottoms, Paint above Outside 4 Coat Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee ... £ 1 : 0 : 0 is received by me,

Special ... £ 3 : 7 : 0 29/3 1883

Certificate ... : 2 : 6 H. M. W.

(Travelling Expenses)  
(if any) £

Committee's Minute Friday, 20th April, 1883.

Character assigned 100 A 1

H. M. Williams.

It is submitted that this vessel appear eligible to be Classed 100 A 1 as recommended.

Lloyd's Register Foundation