

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 J. Ryan

TONNAGE under Tonnage Deck } <u>67.01</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Bristol</u>
Ditto of Third, Spar, or Awning Deck. }	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1882</u> Launched <u>14 Oct</u>
Ditto of Poop, or Raised Qr. Dk. }	HALF BREADTH (moulded) <u>7.5</u>	By whom built <u>G. K. Stotters</u>
Ditto of Houses on Deck .. . }	DEPTH from upper part of Keel to top of Upper Deck Beams <u>10</u>	Owners <u>C. O. Young & Christie</u>
Ditto of Forecastle	GIRTH of Half Midship Frame (as per Rule) .. . <u>14.5</u>	Port belonging to <u>Cardiff</u>
Gross Tonnage <u>67.01</u>	1st NUMBER <u>32</u>	Destined Voyage <u>Coasting</u>
Less Crew Space <u>8.14</u>	1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet	<input checked="" type="checkbox"/> Surveyed while Building, Afloat, <input type="checkbox"/> in Dry Dock.
Less Engine Room <u>57.37</u>	LENGTH <u>75</u>	
Register Tonnage as cut on Beam } <u>1.50</u>	2nd NUMBER <u>2400</u>	
	PROPORTIONS—Breadths to Length <u>5</u>	
	Depths to Length—Upper Deck to Keel <u>8</u>	
	Main Deck ditto	

LENGTH on deck as per Rule ...	Feet. <u>75</u> Inches. <u>0</u>	BREADTH—Moulded... ..	Feet. <u>15</u> Inches. <u>0</u>	DEPTH top of Floors to Upper Deck Beams	Feet. <u>9</u> Inches. <u>4 1/2</u>	Power of Engines	Horse. <u>50</u>	Nº. of Decks with flat laid	<u>1</u>
Dimensions of Ship per Register, length, <u>75.9</u> breadth, <u>15.3</u> depth, <u>9.25</u>								Nº. of Tiers of Beams	<u>1</u>

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<u>6 x 1 1/2</u>	<u>6 x 1 1/2</u>				
STEM, moulding and thickness... ..	<u>5 1/2 x 1 1/2</u>	<u>5 1/2 x 1 1/2</u>				
STERN-POST for Rudder do. do. .. .	<u>5 1/2 x 2 1/4</u>	<u>5 1/2 x 2 1/4</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft .. . }	<u>20</u>					
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>
REVERSED FRAMES, Angle Iron	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>4</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel .. . depth at 3/4 the half-bdth. as per Rule height extended at the Bilges... ..	<u>9 1/2</u>	<u>9 1/2</u>	<u>4</u>	<u>9 1/2</u>	<u>9 1/2</u>	<u>4</u>
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... ..	<u>4 1/2</u>	<u>3</u>	<u>6</u>	<u>4 1/2</u>	<u>3</u>	<u>6</u>
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... ..	<u>4 1/2</u>	<u>3</u>	<u>6</u>	<u>4 1/2</u>	<u>3</u>	<u>6</u>
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... ..	<u>4 1/2</u>	<u>3</u>	<u>6</u>	<u>4 1/2</u>	<u>3</u>	<u>6</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates .. .	<u>7 1/2</u>	<u>6</u>	<u>6</u>	<u>7 1/2</u>	<u>6</u>	<u>6</u>
" Rider Plate	<u>6 3/8</u>	<u>6</u>	<u>6</u>	<u>6 3/8</u>	<u>6</u>	<u>6</u>
" Bulb Plate to Intercoastal Keelson .. .	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
" Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
" 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	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
" Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>6</u>
Transoms, material. Knight-heads. Hawse Timbers.						
Windlass <u>8 Oak</u> Pall Bitt <u>8 Oak</u>						

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness .. .				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied .. .	<u>30</u>	<u>6</u>	<u>30</u>	<u>6</u>
fm up. part of Bilge to lr. edge of Sh'rstrake		<u>6 1/2</u>		<u>6 1/2</u>
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Main to Upper or Spar Dk. Sh'rstrake.	<u>30</u>	<u>6</u>	<u>30</u>	<u>6</u>
Upper Spar Dk. Sh'rstrake, breadth & thickness				
Butt Straps to outside plating, breadth & thickness	<u>8 1/2</u>	<u>7 1/2</u>	<u>8 1/2</u>	<u>7 1/2</u>
Lengths of Plating	<u>8 1/2</u>	<u>4 1/2</u>		
Shifts of Plating, and Stringers... ..	<u>20</u>	<u>5</u>	<u>20</u>	<u>5</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... }	<u>3 x 3 x 6</u>		<u>3 x 3 x 6</u>	
Angle Iron on ditto	<u>7</u>	<u>6</u>	<u>7</u>	<u>6</u>
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs,				
Plankhook material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.		<u>2 1/2</u>		<u>2 1/2</u>
How fastened to Beams <u>by 1/2" flat iron with 2" bolts</u>				
Stringer Plate on ends of Main or Middle Deck, Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams... .. .				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Coiling between Decks, thickness and material .. in hold do. do.			<u>2</u>	<u>2</u>
Main piece of Rudder, diameter at head do. at heel	<u>3</u>		<u>3</u>	<u>2</u>
Can the Rudder be unshipped afloat? <u>Yes</u>				
Bulkheads No. <u>4</u> Thickness of <u>5/16</u> Height up <u>To upper deck</u>				
How secured to sides of ship <u>double angle 2 1/2 x 2 1/2 x 7/16</u>				
Size of Vertical Angle Irons <u>2 1/4 x 2 1/4 x 1/2</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?				

The FRAMES extend in one length from Gunwale to Gunwale Riveted through plates with 9/16 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 Yes

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

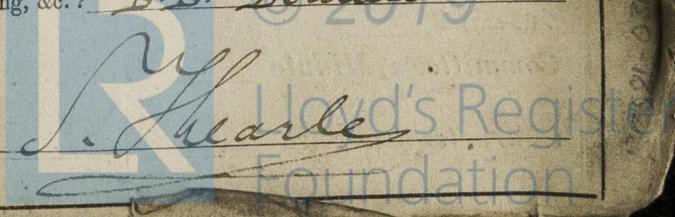
Beams of the various Deck, how secured to the sides? by 3/8 in bracket knee plates No. of Breasthooks, 1 Crutches, deep floors

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

Manufacturer's name or trade mark, Guest Bros

The above is a correct description.

Builder's Signature, G. K. Stotters Surveyor's Signature, L. Shearle



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 wood, 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		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	Chain stud.	120 1/2	1 1/8	8 5/16 Tons	120 x 7/8	8 5/16 + 11 3/4	2	3.214	6.0.3.21	3 1/2 cut	5.18.0
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	Tipton	16 1/2 x 22 1/2	12 3/4	11 1/2	1/2 ER Jaitt		3.2.9	6.0.3.21	3 1/2	5.18.0
1	Fore Topmast Stay Sail,	Cham	45 1/2	7/8	3 Tons	45 x 7/8		13	"	"	"	"
1	Main Sail,	Ham Strm Cbl	Tipton	8 1/2 x 11 1/2	ER Jaitt							
	Main Top Sails,	Hawser ...	90	7	Manila			1	3.0	not tested	1.0.10 incl.	5.18.0
and	✓	Warp ...	60	4				1	2.0	"	2.27	"
		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? Ironing 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	1st.	2nd.	3rd.	4th.	5th.
		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid, ...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
		May 11 - June 1 - 19. 26 - July 10.	July 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 openings 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. a one decked vessel - with neither of the above modifications.
 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 N. M. W.

N. M. Williams.
 It is submitted that this vessel appear eligible to be classed 100 A 1 as recommended.

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

Character assigned 100 A 1

