

IRON SHIP.

(Received at London Office, Rec'd 24th JULY, 1884)

1884

No. 620 Survey held at Genoa

Date, First Survey 9. 5 1882 Last Survey 30. 6

On the S. S. S. Gattardo

TONNAGE register 2250, 59

Ditto of Third, Spar, or Awning Deck 19. 03

Ditto of Poop, or Raised Qr. Dk. 37. 76

Ditto of Houses 50. 12

Ditto of Forecastle 2417. 50

Gross Tonnage 2417. 50

Less Crew Space 99. 40

Less Engine Room 2318. 10

Register Tonnage 1544. 50

as cut on Beam

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

Half Breadth (moulded) 18. 87

Depth from upper part of Keel to top of Upper Deck Beams 28. 25

Girth of Half Midship Frame (as per Rule) 42. 37

1st Number 89. 40

1st Number, if a 3-Decked Vessel deduct 7 feet 82. 49

Length 318. 33

2nd Number 26259. 00

Proportions— Breadths to Length 8. 43

Depths to Length—Upper Deck to Keel 11. 27

Main Deck ditto 15. 34

Master Domenico Bando

Built at Sampierdarena

When built 1882—1884 Launched 21. 5. 84

By whom built Gio. Anselmo C.

Owners Dufour e Bruggio

Residence Piazza Scuderie, Genoa

Port belonging to Genoa

Destined Voyage Cardiff

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 318 4 BREADTH Moulded 37 9 DEPTH top of Floors to Upper Deck Beams 24 9 Do. do. Main Deck Beams 24 9

Dimensions of Ship per Register, length, 319. 5 breadth, 38' depth, 24. 6"

KEEL, depth and thickness of side plates 10 x 1 1/2 as per sketch

STEM, moulding and thickness 10 x 2 3/4 10 x 1 1/2

STERN-POST for Rudder do. do. 10 x 6 10 x 2 3/4

" " for Propeller 10 x 6 10 x 6

Distance of Frames from moulding edge to moulding edge, all fore and aft 24" 10 x 6

FRAMES, Angle Iron, for 1/2 length amidships 5 3 1/2 8 5 3 1/2 8

Do. for 1/2 at each end 5 3 1/2 7 5 3 1/2 7

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8

FLOORS, depth and thickness of Floor Plate 10 x 1 1/2 as per sketch

at mid line for half length amidships 10 x 2 3/4 10 x 1 1/2

thickness at the ends of vessel 10 x 6 10 x 2 3/4

depth at 1/2 the half-bath, as per Rule 10 x 6 10 x 6

height extended at the Bilges 10 x 6 10 x 6

BEAMS, Upper, Spar, or Awning Deck 8 x 8 8 x 8

or double Angle Iron on Upper edge 3 3 6 3 3 6

average space 48 48

MS, Main, or Middle Deck 6 1/2 3 9 6 1/2 3 9

or double Angle Iron, Plate or Tee Bulb Iron 24 24

average space 24 24

MS, Lower Deck 10 x 10 10 x 10

or double Angle Iron, Plate or Tee Bulb Iron 9 x 9 9 x 9

average space 4 4 9 4 4 9

MS, Hold, or Orlop 52 x 10 52 x 10

or double Angle Iron, Plate or Tee Bulb Iron 54 x 10 54 x 9

average space 6 4 9 6 4 9

KEELSONS Centre line, single or double plate, 6 4 9 6 4 9

box, or Intercoastal, Plates 6 4 9 6 4 9

Rider Plate 6 4 9 6 4 9

Bulb Plate to Intercoastal Keelson 6 4 9 6 4 9

Angle Irons 6 4 9 6 4 9

Double Angle Iron Side Keelson 6 4 9 6 4 9

Side Intercoastal Plate 6 4 9 6 4 9

do. Angle Irons 6 4 9 6 4 9

Attached to outside plating with angle iron 6 4 9 6 4 9

do. Bulb Iron 6 4 9 6 4 9

do. Intercoastal plates riveted to 6 4 9 6 4 9

plating for length 6 4 9 6 4 9

SIDE STRINGER Angle Irons 3 1/2 2 1/2 8 3 1/2 2 1/2 8

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Above main Deck and to Upper Deck

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 1/16 in. diameter, averaging 5 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 3/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/8 ins. from centre to centre.

Butts of these Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 3/8 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 2/3 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 2/3 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5 1/2 9 Breadth of laps of plating in single riveting 5 1/2 9

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

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

Manufacturer's name or trade mark, Angles and Bulbs from Long C, Plates Walker, Crown.

The above is a correct description.

Builder's Signature, Builders Cannot Read English Surveyor's Signature, J. Schiappino

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

DEPTH Moulded Flat Keel Plates, breadth and thickness 36 12 36 12

PLATES in Garboard Strakes, br'dth & thickness 36 12 36 12

From Garboard to upper part of Bilges 10-12 10-12

2 of Bilge at Bilge, increased thickness, 12 12

and length applied half 11 11

From up. prt. of Bilge to l.r. edge of Sh'rstrake 40 15 40 15

Main Sheerstrake, breadth and thickness 12 14 12 14

Of d'bling at Sh'stk. & lng. applied 2/3 12 14 12 14

From M'n. to Upr. or Spar Dk. Sh'rstrake 12 14 12 14

Up. or Spar Dk Sh'rstrake, br'dth & thck'ns 12 14 12 14

Butt Straps to outside plating, breadth & thickness 12 14 12 14

Lengths of Plating 6 spaces 5 spaces

Shifts of Plating, and Stringers 2 spaces 2 spaces

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 46 10 46 10

Angle Iron on ditto 4 x 4 x 9 4 x 4 x 9

Tie Plates fore and aft, outside Hatchways Complete

Diagonal Tie Plates on Beams No. of Pairs 12 12

Flat of Up., Spar, or Awning Dk. 12 12

How fastened to Beams 12 12

Stringer Plate on ends of Main or Middle Deck 46 9 46 9

Beams, breadth and thickness 46 9 46 9

Is the Stringer Plate attached to the outside plating? Yes Yes

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Tie Plates, outside Hatchways Complete

Diagonal Tie Plates on Beams, No. of pairs 12 12

Flat of Middle Deck* do. do. 12 12

How fastened to Beams 12 12

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 x 4 x 9 4 x 4 x 9

Is the Stringer Plate attached to the outside plating? Yes Yes

Angle Irons on ditto, No. 2 4 x 4 x 9 4 x 4 x 9

Stringer or Tie Plates, outside Hatchways String Beams

Flat of Lower Deck* 12 12

Ceiling betwixt Decks, thickness and material 12 12

" in hold do. 12 12

Main piece of Rudder, diameter at head 8 8

do. at heel 3 3/4 3 3/4

Can the Rudder be unshipped afloat? Yes Yes

Bulkheads No. 6 No. per Rule 7-6

Thickness of 7-6 to 6/16 3 1/2 U.S. 3 1/2 M.S.

Height up 12 12

How secured to sides of ship 3 3/4 double plates

Size of Vertical Angle Irons 3 1/2 x 3 1/2 x 8 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 3/4 in. Rivets, about 60 apart.

And butts properly shifted? Yes

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.

Butts of these Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 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 3/8 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 2/3 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 2/3 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5 1/2 9 Breadth of laps of plating in single riveting 5 1/2 9

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

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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 *All* 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 *Two Iron masts Schooner rigged.*
Iron Plates Fore mast *Length 95' 9"* Partenock *22"* heel *16"* hoisting *16"* *Two plates in*
Best Boiler Mizzen mast *86' 8"* *22"* *16"* *16"* *Circle stiffened with T iron*
Hat and Cold *5 x 2 3/4 at sides single riveted*
Tested. *Double riveted butts, Double bottom*

NUMBER for EQUIPMENT 30386.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.		CABLES, &c.		Chain		Iron Stream Chain		or Steel Wire		or Hempen Strm Cable		Towline, Hemp	
N ^o .	Fore Sails,	300	1 ¹⁵ / ₁₆	67 ⁵ / ₁₀	300	F.	Bower Anchors	12706	37.0.7	33.16.3.14	36 ¹ / ₂	1883	
Two	Fore Top Sails,	90	1 ¹ / ₈	22 ³ / ₄	90 ¹ / ₈	Wave	Stock	12707	8.3.7	33.13.1.21	36 ¹ / ₂	2.1	
	Fore Topmast Stay Sails,	90	10	34	90-10	Wave	12651	31.0.0	29.4.2.0	31	23.1		
	Main Sails,	90	4	32.10.0.0	90-4	Wave	stock	6.2.0					
Surf	Main Top Sails,	90	3	21.0.0.0	90-3	Wave	Total	105.0.21	Total	104			
and	and of good quality	450	5		90-7	Wave	Stream Anchor	12653	16.3.14	13.10.0.0	11 ¹ / ₂	1.11	
							Kedge	12708	6.0.14	8.7.2.0	5 ¹ / ₂	6.11	
							2nd Kedge	12709	3.2.23	6.2.0.14	2 ³ / ₄	7.11	

Standing and Running Rigging *Wire and hemp sufficient in size and good in quality.* She has *6* Long Boat, and
The Windlass is *Walkers'* Capstan and Rudder *Good* Pumps *8, good efficient*

Engine Room Skylights. How constructed? *Half paneled on top of main house* How secured in ordinary weather?
What arrangements for deadlights in bad weather? *Solid teak frame with Bull's eyes.*

Coal Bunker Openings. How constructed? *Iron framed hatches* How are lids secured? *By Iron Bars* Height above deck? *about 16"*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Six scuppers and seven water ports on each side*

Cargo Hatchways. How formed? *Plates and Angle Irons.*

State size Main Hatch *20' x 13' - 16' x 12'* Fore hatch *12' x 9'* Quarter hatch *12' x 9'*

If of extraordinary size, state how framed and secured? *Principal Web plates at Large Hatches*

What arrangement for shifting beams? *Solid Good.*

Hatches, If strong and efficient? *Solid Good.*

Order for Special Survey No. *17.2.82* Date *17.2.82*

Order for Ordinary Survey No. *2* Date *20.2.82*

No. *2* in builder's yard. State dates of letters respecting this case *20.2.82 - 24.3.1882 - 19th and 28th June 1883.*

General Remarks (State quality of workmanship, &c.) *Built in accordance with the approved Sketches of Mainship and Longitudinal sections and in general in conformity with the Rules with a view to the grade contemplated.*

The Workmanship is very good.

Fitted with a Double Bottom whole length

practicable on the Longitudinal Bracket system as per sketch, pro-

perly tested and proving satisfactory.

Fitted with Poop 40 feet Long, Bridge 22 feet to 34 at sides,

Forecastle 46 ft. House under Bridge amidships 16' x 13' at sides 34' x 7' 6",

Casing to Boiler Hatches 34' x 13' Engine Hatches Casing 18' x 13' Middle

of Iron; Chart Room on Bridge 17' x 10'.

FRIDAY 25 JULY 1884

100 A.I. Three Decks, Double Bottom.

2 1/2 Iron

3 Iron

Surveyor to Lloyd's Register of British and Foreign Shipping

Lloyd's Register Foundation

2 1/2 Iron

3 Iron

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Lloyd's Register Foundation

2 1/2 Iron

3 Iron

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