

IRON SHIP.

(Received at Lloyd's) 4 OCT 1883

No. **6259** Survey held at **Glasgow** Date, First Survey **1st December** Last Survey **25th September 1883**
On the **Screw Steamer "Gottardo"**

TONNAGE under Tonnage Deck **1445.52**
Ditto of Lower Deck **830.23**
or Awning Deck **2575.72**
Ditto of Poop, or Raised Or. Dk. **46.86**
Ditto of Houses on Deck **55.36**
Ditto of Forecastle **2836.69**
Gross Tonnage **114.15**
Less Crew Space **2722.54**
Less Engine Room **904.44**
Register Tonnage as cut on Beam **1814.80**

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) **19.89**
Depth from upper part of Keel to top of Upper Deck Beams **29.58**
Girth of Half Midship Frame (as per Rule) **44.60**
1st Number **94.04**
1st Number, if a 3-Decked Vessel deduct 7 feet **7.00**
Length **338.25**
2nd Number **294.51**
Proportions—Breadths to Length **8.5**
Depths to Length—Upper Deck to Keel **11.43**
Main Deck ditto **15.55**

Master **Giovanni Silito**
Built at **Glasgow**
When built **1883** **Launched** **18th Sept.**
By whom built **Alex. Stephen & Sons**
Owners **Navigation Generale Italiana**
Societa Anonima (Rita e Rubattino)
Residence **Palermo**
Port belonging to **Palermo**
Destined Voyage **Genoa**
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey.

LENGTH on deck as per Rule **338.25** **BREADTH** Moulded **39.78** **DEPTH** top of Floors to Upper Deck Beams **26.02** **Power of Engines** **340** **Horse.** **340** **Nº. of Decks with flat laid** **3** **Nº. of Tiers of Beams** **3**

Inches in Ship.			Inches per Rule.			Inches in Ship.			Inches per Rule.		
Feet.	Inches.	16ths.	Feet.	Inches.	16ths.	Feet.	Inches.	16ths.	Feet.	Inches.	16ths.
Dimensions of Ship per Register, length, 350.0 breadth, 40.0 depth, 26.1											
KEEL , depth and thickness Side bar, 2.00											
STEM , moulding and thickness											
STERN-POST for Rudder do. do.											
" " for Propeller											
Distance of Frames from moulding edge to moulding edge, all fore and aft											
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships											
Do. for $\frac{1}{2}$ at each end											
REVERSED FRAMES , Angle Iron											
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships											
" thickness at the ends of vessel											
" depth at $\frac{3}{4}$ the half-bdth. as per Rule											
" height extended at the Bilges											
BEAMS , Upper, Spar, or Awning Deck											
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge											
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 Intercoastal, Plates											
" Rider Plate											
" Bulb Plate to Intercoastal Keelson											
" Angle Irons											
" 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											
Intercoastal plates riveted to plating for $\frac{3}{5}$ length											
SIDE STRINGER Angle Irons											
The FRAMES extend in one length from Margin plate to Gunwale											
The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck stringer plate and to lower deck stringer plate , 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 $\frac{1}{8}$ in. diameter, averaging $\frac{5}{8}$ ins. from centre to centre.											
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ ins. from centre to centre.											
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{8}$ in. diameter averaging $\frac{3}{8}$ ins. from centre to centre.											
" Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.											
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ ins. from cr. to cr.											
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{8}$ in. diameter, averaging $\frac{3}{8}$ ins. from cr. to cr.											
Upper Sheerstrake , double or single riveted.											
" Butts of Main Sheerstrake, treble riveted for half length amidships.											
" Butts of Main Stringer Plate, treble riveted for half length amidships.											
" Butts of Upper or Spar Stringer Plate, treble riveted for half length.											
Breadth of laps of plating in double riveting 5$\frac{1}{2}$ ins. Breadth of laps of plating in single riveting											
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 6 Crutches, 5											
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best											
Manufacturer's name or trade mark, Inverness Co. Glasgow & Jones Bros & Co.											
The above is a correct description											
Builder's Signature, Alex. Stephen & Sons Surveyor's Signature, J. E. L. L. L.											

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 6259. *Yes*
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 *new* 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 *Length* *in the* *in the* *in the* *in the* *in the* *in the* *(Bark rigged)*

Foremast 88' 3" *19 x 7/8* *27 x 7/8* *21 x 7/8* *14 x 7/8* *Three plates in the round*
Mainmast 90' 8" *19 x 7/8* *23 x 7/8* *14 x 7/8* *14 x 7/8* *Two " "*
Mizenmast 43' 3" *19 x 7/8* *23 x 7/8* *14 x 7/8* *14 x 7/8* *Two " "*
Bowsprit of Wood. Synthonite bed 24 in. Dia. at bed 22 in. Seams double ricked. Butts treble ricked

NUMBER for EQUIPMENT 35001		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.
N ^o .	SAILS.	CABLES, &c.		Chain 18583...		Glasgow H. Fraser Supt.	Bower Anchors	451	38' 0" 14	34' 11" 2.4	38	Glasgow, H. Fraser Supt. 16/12/83
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		7.5 12" 11			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	450	34' 1" 20	34' 1" 2.4	38	
me	Fore Sails,	Iron Stream Chain	90	1 3/16	0.5 38' 11" 7.5 25' 7 1/2"	90 x 1 3/16	2'	452	32' 0" 25	30' 6" 1.0	32 1/4	Glasgow, H. Fraser Supt. 16/12/83
	Fore Top Sails,	or Steel Wire										
Suit	Fore Topmast Stay Sails,	or Hempen Stun Cable										
		Towline, Hemp.	120	12	120 x 12							
	Main Sails,	or Steel Wire	90	10	90 x 10		Stream Anchor	453	11' 2" 24	13' 11" 1.0	11 1/2	Glasgow, H. Fraser Supt. 16/12/83
		Port Manila	90	8 1/2	90 x 8 1/2		Kedge	454	5' 2" 12	7' 18" 1.21	5 3/4	
and	Main Top Sails,	Warp	240	6	90 x 8 1/2		2nd Kedge	455	2' 3" 18	5' 8" 3.0	2 3/4	
		quality good	480	5								

Standing and Running Rigging *Wire & Manila* sufficient in size and *good* in quality. She has *2-28ft. Life Boat* and *2-24ft. cutters*, *1-26ft. gig*
The Windlass is *Iron, Emerson Walker* Capstan *Cipatent*, and Rudder *Good* Pumps *Good* and *as app. arrangement*.
Engine Room Skylights.—How constructed? *Teak framing* How secured in ordinary weather? *Angle iron coming & bolts*.
What arrangements for deadlights in bad weather? *Solid shutters, with bull's eyes fitted in same*
Coal Bunker Openings.—How constructed? *Coming plates* How are lids secured? *Bar & tarpaulins* Height above deck? *19' 21 inches*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Before Bridge - 4 Freeing ports, 4 scuppers & 4 mowing pipes. Aft Bridge 10 Freeing ports, 8 scuppers and 4 mowing pipes*
Cargo Hatchways.—How formed? *Deep plates, coming & carling in one. Height above deck 20 1/2 inches*.
State size Main Hatch *19' 11" x 10' 0"* Forehatch *12' 0" x 8' 0"* Quarterhatch *15' 10" x 10' 0"*
If of extraordinary size, state how framed and secured? *Ordinary Size*
What arrangement for shifting beams? *Two deep web plates in main hatch, and one ditto in Quarterhatch*.
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *1630*
Date *5th Sept. 1881*
Order for Ordinary Survey No. *1630*
Date *11th Sept. 1881*
No. *269* in builder's yard.
State dates of letters respecting this case *18th & 20th July, and 22nd November, 1882.*

General Remarks (State quality of workmanship, &c.)
This vessel has been built in conformity with the approved sections (N^o 2) attached hereto, the instructions contained in letters of above dates, and otherwise in compliance with the Rules with a view to the class contemplated. The quality of workmanship and material is good. The double bottom has been tested as required by the Rules. This is a sister vessel to the S. S. "Independente" (Glasgow Report N^o 6182)

Three decked Vessel. Poop 68 feet, Bridge 32 feet, and Forecastle 33 1/2 feet.
State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (*#* double bottom, state particulars on separate forms)
How are the surfaces preserved from oxidation? Inside *Paint and Cement* Outside *Paint*
I am of opinion this Vessel should be Classed *100 A1.*
The amount of the Entry Fee£ *5 : 0 : 0* is received by me, *J. J. House*
Special£ *93 : 1 : 6* *11/10/1883*
(to be sent as per margin). Certificate ... *0 : 0 : 0*
(Travelling Expenses, if any, £).
Committee's Minute *FRIDAY 5 OCT 1883 18*
Character assigned *100 A1*
2nd Dec. 30th 2 from

