

## IRON SHIP.

(Received at London Office,

THURSDAY 15 MAY 1884

No. 6529 Survey held at Glasgow Date, First Survey 14<sup>th</sup> Aug<sup>r</sup> 1883 Last Survey 14<sup>th</sup> May 1884

On the Barque "Gataree"

INNAGE under Tonnage Deck } 1120.64	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master Gustave Botton
Ditto of Third, Spar, Awning Deck } 49.44	Half Breadth (moulded) . . . . . 14.89	Built at Glasgow
Mito of Poop, or ised Gr. Dk. } 14.14	Depth from upper part of Keel to top of Upper Deck Beams 22.40	When built 1884 Launched 8 <sup>th</sup> May
Ditto of Houses on Deck } 35.48	Girth of Half Midship Frame (as per Rule) . . . 35.58	By whom built Alex Stephen & Sons
of Forecastle } 1253.00	1st Number . . . . . 46.14	Owners A. C. Le Quellec
Gross Tonnage } 34.62	1st Number, if a 3 Decked Vessel . . deduct 7 feet	Residence Bordeaux
Less Crew Space } 1218.38	Length . . . . . 214.83	Port belonging to Bordeaux
Engine Room } 1659.2	2nd Number . . . . . 6.08	Destined Voyage Havre
Register Tonnage as cut on Beam } 1218.38	Proportions— Breadths to Length . . . . . 9.59	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel . . . . .	Built under Special Survey.
	Main Deck ditto . . . . .	

LENGTH on deck as per Rule . . . 214.83	BREADTH— Moulded . . . 35.48	DEPTH top of Floors to Upper Deck Beams . . . 20.4	Power of Engines . . .	N <sup>o</sup> . of Decks with flat laid One	N <sup>o</sup> . of Tiers of Beams Two
Dimensions of Ship per Register, length, 228.4 breadth, 35.95 depth, 20.3					
KEEL, depth and thickness . . . . . 8 1/2 x 2 1/2	Inches in Ship . . . 8 1/2 x 2 1/2	Inches per Rule . . . 8 1/2 x 2 1/2	Flat Keel Plates, breadth and thickness . . .	Inches. In Ship. 34	16ths. In Ship. 11
STEM, moulding and thickness . . . . . 8 x 2 1/2	Inches in Ship . . . 8 x 2 1/2	Inches per Rule . . . 8 x 2 1/2	PLATES in Garboard Strakes, br'dth & thickness . . .	Inches. In Ship. 9 1/2	16ths. In Ship. 11
STERN-POST for Rudder do. do. . . . . 8 x 2 1/2	Inches in Ship . . . 8 x 2 1/2	Inches per Rule . . . 8 x 2 1/2	From Garboard to upper part of Bilges . . .	Inches. In Ship. 1	16ths. In Ship. 1
" " for Propeller . . . . . 23	Inches in Ship . . . 23	Inches per Rule . . . 23	Of d'bling at Bilge, increased thickness, and length applied half length . . .	Inches. In Ship. 9 1/2	16ths. In Ship. 11
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . . 23	Inches in Ship . . . 23	Inches per Rule . . . 23	From up. prt of Bilge to l. edge of Sh'rstrake . . .	Inches. In Ship. 43 1/2	16ths. In Ship. 12
FRAMES, Angle Iron, for 1/2 length amidships . . . 5 3 8	Inches in Ship . . . 5 3 8	Inches per Rule . . . 5 3 8	Main Sheerstrake, breadth and thickness . . .	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
Do. for 1/2 at each end . . . . . 5 3 4	Inches in Ship . . . 5 3 4	Inches per Rule . . . 5 3 4	Of d'bling at Sh'rtk. & lng. applied . . .	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
REVERSED FRAMES, Angle Iron . . . . . 3 3 8	Inches in Ship . . . 3 3 8	Inches per Rule . . . 3 3 8	From M'n. to Up. or Spar Dk. Sh'rstrake . . .	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships . . . 24 9	Inches in Ship . . . 24 9	Inches per Rule . . . 24 9	Up. or Spar Dk. Sh'rstrake, br'dth & thickness . . .	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
" thickness at the ends of vessel . . . . . 12 4	Inches in Ship . . . 12 4	Inches per Rule . . . 12 4	Butt Straps to outside plating, breadth & thickness . . .	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
" depth at 1/2 the half-bdth. as per Rule . . . 48	Inches in Ship . . . 48	Inches per Rule . . . 48	Lengths of Plating . . . . . 6 frames spaces	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
" height extended at the Bilges . . . . . 48	Inches in Ship . . . 48	Inches per Rule . . . 48	Shifts of Plating, and Stringers . . . . . 2 " "	Inches. In Ship. 16 1/2	16ths. In Ship. 13 1/2
BEAMS, Upper, Spar, or Awning Deck } 8 1/2 x 8	Inches in Ship . . . 8 1/2 x 8	Inches per Rule . . . 8 1/2 x 8	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness . . .	Inches. In Ship. 45	16ths. In Ship. 10
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 3 3 4	Inches in Ship . . . 3 3 4	Inches per Rule . . . 3 3 4	Angle Iron on ditto . . . . . 5 x 3 1/2	Inches. In Ship. 12	16ths. In Ship. 10
Single or double Angle Iron on Upper edge . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Tie Plates fore and aft, outside Hatchways . . .	Inches. In Ship. 12	16ths. In Ship. 10
Average space . . . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Diagonal Tie Plates on Beams No. of Pairs 3	Inches. In Ship. 4	16ths. In Ship. 4 P.P.
BEAMS, Main, or Middle Deck } 8 1/2 x 8	Inches in Ship . . . 8 1/2 x 8	Inches per Rule . . . 8 1/2 x 8	Flat of Up., Spar, or Awning Dk. * . . . .	Inches. In Ship. 4	16ths. In Ship. 4 P.P.
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 3 3 4	Inches in Ship . . . 3 3 4	Inches per Rule . . . 3 3 4	How fastened to Beams . . . . .	Inches. In Ship. 31	16ths. In Ship. 9
Single, or double Angle Iron, on Upper Edge . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness . . . . .	Inches. In Ship. 4	16ths. In Ship. 4 P.P.
Average space . . . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Is the Stringer Plate attached to the outside plating? . . .	Inches. In Ship. 4	16ths. In Ship. 4 P.P.
BEAMS, Lower Deck } 8 1/2 x 8	Inches in Ship . . . 8 1/2 x 8	Inches per Rule . . . 8 1/2 x 8	Angle Irons on ditto, No. 2 . . . . .	Inches. In Ship. 4	16ths. In Ship. 4 P.P.
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 3 3 4	Inches in Ship . . . 3 3 4	Inches per Rule . . . 3 3 4	Tie Plates, outside Hatchways . . . . .	Inches. In Ship. 12	16ths. In Ship. 9
Single or double Angle Iron on Upper Edge . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Diagonal Tie Plates on Beams, No. of pairs . . .	Inches. In Ship. 3	16ths. In Ship. 3 P.P.
Average space . . . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Flat of Middle Deck * do. do. . . . .	Inches. In Ship. 12	16ths. In Ship. 9
BEAMS, Hold, or Orlop } 8 1/2 x 8	Inches in Ship . . . 8 1/2 x 8	Inches per Rule . . . 8 1/2 x 8	How fastened to Beams . . . . .	Inches. In Ship. 12	16ths. In Ship. 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } 3 3 4	Inches in Ship . . . 3 3 4	Inches per Rule . . . 3 3 4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams . . . . .	Inches. In Ship. 6 x 2	16ths. In Ship. 7 P.P.
Single or double Angle Iron on Upper Edge . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Is the Stringer Plate attached to the outside plating? . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
Average space . . . . . 46	Inches in Ship . . . 46	Inches per Rule . . . 46	Angle Irons on ditto, No. 2 . . . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates . . . . . 16 12	Inches in Ship . . . 16 12	Inches per Rule . . . 16 12	Tie Plates, outside Hatchways . . . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Rider Plate . . . . . 11 12	Inches in Ship . . . 11 12	Inches per Rule . . . 11 12	Diagonal Tie Plates on Beams, No. of pairs . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Bulb Plate to Intercostal Keelson . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Flat of Lower Deck * At ends of stringer only . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Angle Irons . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Diagonal Tie plates in way of stringers (Shoring) . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Double Angle Iron Side Keelson . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Ceiling betwixt Decks, thickness and material . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Side Intercostal Plate . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" in hold do. do. . . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" do. Angle Irons . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Main piece of Rudder, diameter at head . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" Attached to outside plating with angle iron 3 1/2 3 8	Inches in Ship . . . 3 1/2 3 8	Inches per Rule . . . 3 1/2 3 8	do. at heel . . . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
BILGE Angle Irons . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Can the Rudder be unshipped afloat? . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" do. Bulb Iron . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	Bulkheads No. One No. per Rule One	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
" do. Intercostal plates riveted to plating for length )	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" Thickness of 1/2 to 5/8	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
BILGE STRINGER Angle Irons . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" Height up Upper Deck	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
Intercostal plates riveted to plating for length )	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" How secured to sides of ship Double frames	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
SIDE STRINGER Angle Irons . . . . . 5 3 1/2 9	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" Size of Vertical Angle Irons 3 1/2 x 3 x 5/8 and distance apart 30 ins.	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2
	Inches in Ship . . . 5 3 1/2 9	Inches per Rule . . . 5 3 1/2 9	" Are the outside Plates doubled two spaces of Frames in length? . . .	Inches. In Ship. 2 1/2	16ths. In Ship. 2 1/2

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 4" apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale 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 1/2 in. diameter, averaging 5 1/2 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 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 in. 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 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 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, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

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

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Camb. Glasgow, For. Henderson &amp; Co. Glasgow, Glasgow &amp; Co.

The above is a correct description.

Builder's Signature, A.C. Stephen &amp; Sons Surveyor's Signature, J. J. House Surveyor to Lloyd's Register of British and Foreign Shipping.



Planet 6529 gls

Are the fillings between the ribs and plates solid single pieces? 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*

State also Length and Diameter of Lower Masts and Bowsprit.

Foremast		Mainmast		Mizzenmast		Bowsprit		
Length	Dia.	Length	Dia.	Length	Dia.	Length	Dia.	
81.2	22 x 8 1/2	84.0	30 x 9 1/2	82.11	23 x 8 1/2	20.0	19 x 4 1/2	Three plates in the round, seems double riveted, butts triple
82.6	20 x 4 1/2	84.0	30 x 9 1/2	82.11	23 x 8 1/2	20.0	19 x 4 1/2	Twisted doubling plates fitted in way of wedges.
41.0	17 x 5 1/2	84.0	30 x 9 1/2	82.11	23 x 8 1/2	20.0	19 x 4 1/2	

NUMBER for EQUIPMENT 14698  
SALES CABLES &c

N <sup>o</sup> .	SAILS.	CABLES, &c.	Certificate.	Bower Anchors	Ex. Stock.	Certificate	per Rule.	Tested & Suprntd.
		Chain .....		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)				
	Fore Sails,	Iron Stream Chain ..	240 1 1/2	240 x 1 1/2	961	32 0 20	32	Glasgow
		or Steel Wire ..	85 82 75	85 x 75				n. Green
	Fore Top Sails,	or Hempen Strun ..	75 59 105	75 x 1	960	31 3 20	32	Suprntd 4/1/83
	Fore Topmast Stay Sails,	Cable ..			962	24 2 24	24 1/2	80
		Towline, Hemp.		90 x 11				
	Main Sails,	or Steel Wire ..						
		Hawser ....	90 9 1/2	90 x 9 1/2	963	10 2 0	10 1/2	20 5/1/83
	Main Top Sails,	Warp ....	90 6	90 x 6	964	5 2 0	5 1/2	20
	and	quality Good			965	2 3 0	2 1/2	80

Standing and Running Rigging *Misc and Manila* sufficient in size and *good* in quality. She has *1-24 ft* Long Boat and *1-24 ft* Cutter *1-20 ft* Pinnace

The Windlass is *Iron (Emerson Walker & Co)* Capstan *Iron* Good and Rudder *Good* Pumps *Good*

### Engine Room Skylights. How constructed?

~~How secured in ordinary weather?~~

What arrangements for deadlights in bad weather?

**Coal Bunker Openings.**—How constructed?

### How are lids secured?

Height above deck?

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea?

On each side - Four Scuppers & Five Freeing Ports - Mousing pipes in addition

**Cargo Hatchways.**—How formed? *Deep plates forming Coning and Carling*

State size **Main Hatch** 15'-1" x 10'-1" **Forehatch** 6'-0" x 5'-0" **Quarterhatch** 6'-0" x 5'-0"

If of extraordinary size, state how framed and secured? Ordinary Size

What arrangement for shifting beams? *One web plate and three fore and afters in grain hatchways. one fore after in*

**Hatches,** If strong and efficient? *Yes.*

Order for Special Survey No. 185-9

Date *2<sup>nd</sup> May / 83*

Order for Ordinary Survey No.

Date \_\_\_\_\_

No. *285* in builder's yard.

State dates of letters respecting this case *28<sup>th</sup> April + 4<sup>th</sup> May 1883.*

- 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

883. Aug 17+23. Sept 4 14+24. Oct 1, 2, 5, 10, 21, 23, 26+33.  
Nov 2, 8, 2, 20, 21+23. Dec 5, 7, 10, 12, 8, 22+28.

884. Jan. 9, 10, 16, 19, 22, 25+29. Feb. 4, 8, 13, 15, 19, 22, 24+29.  
Mar. 6, 11, 12, 17, 20+26. April 1, 10, 15, 18, 22, 24+30.  
May 2, 6, 9, 13+14.

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

This Vessel has been built in conformity with the approved Sections (2<sup>nd</sup>) attached hereto, the instructions relating thereto, and otherwise in compliance with the Rules with a view to the class contemplated.

The quality of workmanship and material is good

The collision bulkhead has been tested as required by the Rules.

Pop 38 feet - Forecastle 26 feet.

*State if one, two, or three decked vessel, or if spar, or earning decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form.)*

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 .....£ 4 : 0 : 0 is received by me,  
Special .....£ 55 : 9 : 0 14<sup>th</sup> May 1884 } J. G. A.

(to be sent as per margin). Certificate ... ✓ : :

(Travelling Expenses, if any. £ ✓ ).

## Committee's Minute

23 1 7

*Character assigned.*

FRIDAY 16 MAY 1884 18

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

Lloyd's Register  
Foundation