

# IRON SHIP.

(Received at London Office)

6529  
THURSDAY 15 MAY 1894

No. 6529 Survey held at Glasgow Date, First Survey 14<sup>th</sup> Aug. 1883 Last Survey 14<sup>th</sup> May 1894

On the Barque "Gataree" Master Gustave Botton

TONNAGE under Tonnage Deck 1120.64 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Built at Glasgow

Ditto of Third, Spar, or Awning Deck. 49.44 Depth from upper part of Keel to top of Upper Deck Beams 22.40

Ditto of Houses on Deck 14.14 Girth of Half Midship Frame (as per Rule) 35.58

of Forecastle 35.48 1st Number 46.14

Tonnage 1253.00 1st Number, if a 3-Decked Vessel deduct 7 feet

Less Crew Space 34.62 Length 214.83

Engine Room 2nd Number 16592

Register Tonnage as cut on Beam 1218.38 Proportions— Breadths to Length 6.08

Depths to Length—Upper Deck to Keel 9.59

Main Deck ditto

When built 1884 Launched 8<sup>th</sup> May

By whom built Alex Stephen & Sons

Owners A. C. Le Quellec

Residence Bordeaux

Port belonging to Bordeaux

Destined Voyage Havre

If Surveyed while Building, Afloat, or in Dry Dock. Built under Special Survey.

Length on deck as per Rule 214.83 Breadth Moulded 35.48

DEPTH top of Floors to Upper Deck Beams 20.4

Do. do. Main Deck Beams 20.4

Power of Engines 20 Horse

No. of Decks with flat laid One

No. 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

STEM, moulding and thickness 8 x 2 1/2

STERN-POST for Rudder do. do. 8 x 2 1/2

" " for Propeller 8 x 2 1/2

Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 3/4 length amidships 5 3/8

Do. for 1/2 at each end 5 3/8

REVERSED FRAMES, Angle Iron 3 3/8

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 9

" thickness at the ends of vessel 12 7

" depth at 3/4 the half-bdth. as per Rule 12 7

" height extended at the Bilges 48 48

BEAMS, Upper, Spar, or Awning Deck 8 1/2 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/4

Single or double Angle Iron on Upper edge 46 46

Average space 46

BEAMS, Main, or Middle Deck 8 1/2 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/4

Single, or double Angle Iron, on Upper Edge 46 46

Average space 46

BEAMS, Lower Deck 8 1/2 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/4

Single or double Angle Iron on Upper Edge 46 46

Average space 46

BEAMS, Hold, or Orlop 8 1/2 x 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3/4

Single or double Angle Iron on Upper Edge 46 46

Average space 46

KEELSONS Centre line, single or double plate, box, or Intercostal, Plates 16 12

" Rider Plate 11 12

" Bulb Plate to Intercostal Keelson 5 3 1/2

" Angle Irons 5 3 1/2

" Double Angle Iron Side Keelson 5 3 1/2

" Side Intercostal Plate 5 3 1/2

" do. Angle Irons 5 3 1/2

" Attached to outside plating with angle iron 3 1/2 3 1/2

BILGE Angle Irons 5 3 1/2

" do. Bulb Iron 5 3 1/2

" do. Intercostal plates riveted to plating for length 5 3 1/2

BILGE STRINGER Angle Irons 5 3 1/2

Intercostal plates riveted to plating for length 5 3 1/2

SIDE STRINGER Angle Irons 5 3 1/2

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 1/4" 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

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, &c.? Best

Manufacturer's name or trade mark, Camb. Glasgow, Fairhead & Co. Colclough & Vaughan & Co.

The above is a correct description.

Builder's Signature, A.C. Stephen & Sons Surveyor's Signature, J. J. House

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

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

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Form No. 1 for Iron Ships—1000—16/11/82.

