5329

IRON SHIP.

(Received at London Office, Paid 25th JUNE 1885)

No. 5329 Survey held at Hull Date, First Survey May 23rd Last Survey June 11th 1885 (5 Visits)

On the Iron Screw Steamer "Gitana"

TONNAGE under Tonnage Deck	382.08	
Ditto of ~~Third, Spar or Awning Deck.~~ Hatches	79	
Ditto of Poop, or Raised Qr. Dk.	50.04	
Ditto of Houses on Deck	6.05	
Ditto of Forecastle	37.82	
Gross Tonnage	476.78	
Less Crew Space	41.26	
	435.52	
Less Engine Room	216.65	
Register Tonnage as on Beam	218.87	

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

	Feet.
Half Breadth (moulded)	13.58
Depth from upper part of Keel to top of Upper Deck Beams	16.33
Girth of Half Midship Frame (as per Rule)	24.50
1st Number	54.41
1st Number, if a **3-Decked Vessel** .. deduct 7 feet	
Length	175.3
2nd Number	9538
Proportions— Breadths to Length	6.4
Depths to Length—Upper Deck to Keel	10.4
Main Deck ditto	

Master Hay Ray

Built at London

When built 1859 Launched

By whom built Seaward & Co.

Owners John Bell

Residence Craig View Ayr

Port belonging to Glasgow

Destined Voyage Smyrna

If Surveyed while Building, Afloat, or in Dry Dock. In dry dock and afloat

LENGTH on deck as per Rule ... Feet. 173 Inches. 5 | **BREADTH**— Moulded... Feet. 27 Inches. 2 | **DEPTH** top of ~~Floors~~ Keel to Upper Deck Beams / Do. do. Main Deck Beams Feet. 16 Inches. 4 | Power of Engines ... Horse. 96 | N°. of Decks with flat laid Two | N°. of Tiers of Beams Two.

Dimensions of Ship per Register, length, 184.2 breadth, 27.0 depth, 15.0.

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 × 2¾	7½ × 2⅛
STEM, moulding and thickness	6 × 2¾	6¾ × 2⅛
STERN-POST for Rudder do. do.	9 × 3¼	6¾ × 4¼
" " for Propeller	12 × 3⅛	" × "
Distance of Frames from moulding edge to moulding edge, all fore and aft	18 inches	22"

(Class 100A)

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ⅗ length amidships	4	3	8	3½	3	6
Do. for ⅕ at each end	"	"	7			5
REVERSED FRAMES, Angle Iron	3	2½	6	3	2½	6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	15½	×	6	15½	×	6
" thickness at the ends of vessel						
" depth at ¾ the half-bdth. as per Rule	As per Section					
" 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	8	×	8	6½	×	6
~~Single, or~~ double Angle Iron, on Upper Edge	3	2½	6	2½	2½	6
Average space	3 feet			3' 8"		
BEAMS, Lower Deck— Single ~~or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb Iron	6	×	6	7½	×	7
~~Single or~~ double Angle Iron on Upper Edge	2¾	2½	4	3	3	7
Average space	3 feet			on every 10th frame		
~~**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 Intercostal, Plates				12	×	9
" Rider Plate						
" Bulb Plate to Intercostal Keelson						
" Angle Irons	As per Section			4	3	6
" Double Angle Iron Side Keelson						
" Side Intercostal Plate						
" do. Angle Irons						
" Attached to outside plating with angle iron						
BILGE Angle Irons	4	3	6	4	3	6
" ~~do. Bulb Iron~~						
" ~~do. Intercostal plates riveted to plating for length~~						
~~**STRINGER** Angle Irons~~						
~~Intercostal plates riveted to plating for length~~						
~~**SIDE STRINGER** Angle Irons~~						

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, br'dth & thickness	30	10	32	9
" From Garboard to upper part of Bilges		8		7 × 8
" ~~Of d'bling at Bilge, or increased thickness, and length applied~~				
" From up. prt of Bilge to lr. edge of Sh'rstrake		8		7 × 8
" Main Sheerstrake, breadth and thickness	33	10	33	10
" ~~Of d'blng at Sh'stk. & lng. applied~~				
" ~~From M'n. to Upr. or Spar Dk. Sh'rstrake~~				
" ~~Up. or Spar Dk Sh'rstrake, brdth & thickn'ss~~				
Butt Straps to outside plating, breadth & thickness	7½ × 8		9¾	
Lengths of Plating			9' 2"	
Shifts of Plating, and Stringers				
~~Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness~~				
~~Angle Iron on ditto~~				
~~Tie Plates fore and aft, outside Hatchways~~				
~~Diagonal Tie Plates on Beams No. of Pairs~~				
~~Flat of Up., Spar, or Awning Dk.*~~				
~~How fastened to Beams~~				
Stringer Plate on ends of Main ~~or Middle~~ Deck Beams, breadth and thickness	33	7 × 6	36	7
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 1	4 × 3	× 8	3½ × 3	× 6
Tie Plates, outside Hatchways	9	6	9	7
Diagonal Tie Plates on Beams, No. of pairs 4	9	6		
Flat of Middle Deck* do. do.	3½	pine	3½	
How fastened to Beams Galv d iron nut & screw bolts				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	18	6	22	6
Is the Stringer Plate attached to the outside plating?	As per Section			
Angle Irons on ditto, No.			3½ × 3½	× 6
~~Stringer or Tie Plates, outside Hatchways~~				
Flat of Lower Deck*	2 pine			
Ceiling betwixt Decks, thickness and material	Batten & Space			
" in hold do. do.	2½		2½	
Main piece of Rudder, diameter at head	4½		4½	
do. at heel	2¾		2¾	
Can the Rudder be unshipped afloat? Yes				
Bulkheads No. 4 No. per Rule 4				
" Thickness of 5/16				
" Height up to main deck				
" How secured to sides of ship between double frames				
" Size of Vertical Angle Irons 3 × 2½ × 6/16 and distance apart 30 ins.				
" Are the outside Plates doubled two spaces of Frames in length?				

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

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

The **FRAMES** extend in one length from keel to gunwale Riveted through plates with ¾ in. Rivets, about 5½ apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to bilge & hold beam Stg^rs and to main deck 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 in. diameter, averaging 4½ ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets ¾ in. diameter, averaging 2¾ ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets ¾ in. diameter averaging 2¾ 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 ¾ in. diameter, averaging 2¾ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets ¾ in. diameter, averaging 2¾ ins. from cr. to cr.

" **Edges of Main Sheerstrake,** double or single riveted. ~~**Upper Sheerstrake,** double or single riveted.~~

" **Butts of Main Sheerstrake,** ~~treble~~ double riveted for whole length amidships. ~~Butts of Upper or Spar Sheerstrake, treble riveted length amidships.~~

" **Butts of Main Stringer Plate,** ~~treble~~ double riveted for whole length amidships. ~~**Butts of Upper or Spar Stringer Plate,** treble riveted for length.~~

" Breadth of laps of plating in double riveting 4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~or single~~ Riveted? No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature,

Surveyor's Signature, James McNeil

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

HUL396-0033

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ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed

Do the edges of the carvel work and of the butts fay 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? — " —

Do any rivets break into or through the seams or butts of the plating? — " —

Masts, Bowsprit, Yards, &c., are throughout in good condition, and sufficient in size and length. *If of Iron or Steel give Scantlings 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 Materia and if stamped with Maker's name.*

State also Length and Diameter of Lower Masts and Bowsprit (Wood)

Gross Tonnage less crew space - 225 Tons

NUMBER for EQUIPMENT 1022 1

SAILS.	No.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supntdt.
Fore Sails,		Chain (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	120	13/16	38 & 25	195 - 12/16 13/16	Original
Fore Top Sails,		Iron Stream Chain	60	1¼	42 & 28		
Fore Topmast Stay Sails,		& Steel Wire .. or Hempen Strm Cable	75	8/16	not tested		
Main Sails,		Towline, Hemp. or Steel Wire ..	75	23/4	15	13/16 or 3" 60 - 12/16	
Main Top Sails, and		Hawser	90	9		75 - 8½	
		Warp ..... quality Good	75	4		90 - 6½	

Line Master's machine 25.5.83 Sgd. R. Burnell Sgd. D. Jones

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1	11.2.4	13.8.3.0	12 10	Original
	1	11.0.14	13.0.0.0	11½ 9.10	
	1	7.2.4	9.15.3.21	10¾ 8.2	
		30.1.0			
Stream Anchor	1	3.0.14	5.12.0.21	4 3 1/8	
Kedge ...	1	1.2.14	4.4.1.14	2 1 1/4	
2nd Kedge ...	1	0.3.0		1 1/4	

Saw Walker 28.5.83 Saw Walker 26.6.83

Standing and Running Rigging Wire & hemp sufficient in size and Good in quality. She has 3 ~~Long~~ Boats and Good

The Windlass is Good Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? Wood comings & top How secured in ordinary weather? thick glass &c

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? Cast iron How are lids secured? Locked Height above deck? 6"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Large hinged ports and Scupp

Cargo Hatchways.—How formed? Iron Comings 24" + 6/16"

State size **Main Hatch** 12.0 + 7.6 Forehatch 12.6 + 6.0 Quarterhatch ✓

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? Strong wood fore and after.

Hatches, If strong and efficient? Yes.

Order for Special Survey No. ✓

Date ✓

Order for Ordinary Survey No. ✓

Date ✓

No. ✓ in builder's yard.

DATES of Surveys held while building as per Section 18.

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

State dates of letters respecting this case

General Remarks (State quality of workmanship, &c.) Referring to London Report and tracings attac also particulars as per 1st Entry Report, you will please observe that requirements of Section 47, and Special Survey No: 3, have been Comp with as far as practicable. She has now been put into a good effic state of repair; the Scantlings generally are in excess of the prese Rules, and the workmanship throughout is good.

It will be seen that the equipment is not strictly in accorda with the requirements of Table No: 22, but it is submitted, in view of the fineness of this vessel, that the figure 1. be granted.

It is respectfully submitted that this vessel merits the Committee's favourable Consideration with a view to being assigne the 100 A1. class in the Society's Register Book.

State if one, two, ~~or three~~ decked vessel, ~~or if spar, or awning decked~~; and the lengths of poop, bridge, forecastle, ~~or raised quarter deck~~. (~~If double bottom, state particulars on separate form~~) 35.6. 46.0

How are the surfaces preserved from oxidation? Inside Cement & paint Outside paint

I am of opinion this Vessel should be Classed 100 A1.

The amount of the Entry Fee .....£ 5: " : " is received by me, Lou 20.6.1883 W.M.N

Special .....£ 11: 18: 6

(to be sent as per margin). Certificate ... 5 5 Gratis

(Travelling Expenses, if any. £ ✓).

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute TUESDAY 26 JUNE 1883 18

Character assigned 100 A1

Thos McNeil

add S.S No 3 — 83 24/8/83

Surveyors are requested not to write on or below the space for Committee's Minute.)

Reference should be made to any correspondence connected with the case.

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