

# IRON SHIPS.

1938

No. 4133 Survey held at London Date May 26<sup>th</sup> 1934 to Jan<sup>ry</sup> 15<sup>th</sup> 18  
 on the Three Masted Sch<sup>r</sup> "Gibraltar" Master M. G. J. Hall  
 Tonnage Gross Engine Room Register 669 Built at London  
 When Built 1884 By whom built Messrs Joyce & Co Owners Span & Pat<sup>r</sup> Steamship Comp<sup>y</sup>  
 Port belonging to London Destined Voyage Hull - Mining Land  
 If Surveyed Afloat or in Dry Dock Messrs Joyce's Building Yard and Afloat

Length abft ..... 192 <sup>Feet.</sup> 0 <sup>Inches.</sup> Extreme Breadth.... 27 <sup>Feet.</sup> 10 <sup>Inches.</sup> Depth from Beam to top of Floor.. 23 <sup>Feet.</sup> 0 <sup>Inches.</sup> Power of Engines.... 110 Horse No.

	Feet.		Inches.		Sketch, when necessary.	Feet.		Inches.		Sketch, when necessary.
Distance between Floors amidships .....	1		4							
" " " forward and aft .....	1		0							
" " Ribs amidships .....	1		4							
" " " forward and aft .....	1		0							
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	4		2 $\frac{3}{4}$		$\frac{3}{8}$					
" depth & thickness of Plate at mid line..	20									
" " " " at turn of bilge	about		6							
" Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate..	3		3		$\frac{3}{8}$					
Ribs, Size of Angle Iron, single or double....	4		2 $\frac{3}{4}$		$\frac{3}{8}$					
" " Reversed Iron, if to every frame or every <u>other</u> frame.....	3		2 $\frac{1}{2}$		$\frac{3}{8}$					
Beams, Deck (N <sup>o</sup> . ) double or single	Spandrel beam is formed with single angle iron									
Angle Iron .....	5 x 3									
" " depth & thickness of plate amidships	Main Deck beam is formed with single angle iron 8 x 2 $\frac{3}{4}$ and one beam to every other frame.									
" " double or single Angle Iron, on lower edge .....										
" " average space between .....										
" " if wood (N <sup>o</sup> . ) sided & moulded										
" Hold, (N <sup>o</sup> . ) double or single	Hold beams are formed with single angle iron one to every fourth frame									
Angle Iron .....	6 x 3									
" " depth & thickness of plate amidships										
" " double or single Angle Iron, on lower edge .....										
" " average space between .....										
" " if wood (N <sup>o</sup> . ) sided & moulded										
" Paddle, wood, sided and moulded or if Iron, size of Plate .....	None									
" Engine " " " " .....										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	see sketch									
" Side or Bilge .....	see sketch									
" Number .....	one pair									

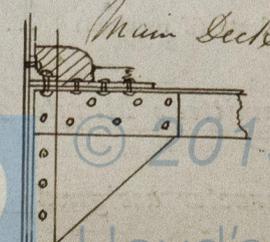
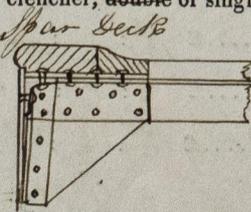
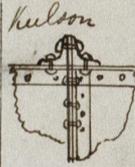
Transoms, material plate iron or, if none, in what manner compensated for.  
 Knight-heads " Leak  
 Hawse Timbers " } are they free from defects? Yes

The Ribs extend in one length from keel to Main Deck and rivetted through plates with ( $\frac{3}{4}$  in.) rivets, about ( 6 ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to bilge  
 " " " on the ribs " " " from keel to Main Deck

Keelson, if wood, length of scarp if iron, how are the various lengths connected? by angle iron back to back - see sketch

Plates, Garboard, double or single rivetted to keel, with rivets ( 7 ins.) diameter averaging ( 2 $\frac{3}{4}$  in.) from centre to centre of rivet.  
 " edges from Garboards to turn of bilge, worked carvel with a lining piece ( 9/16 in.) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 $\frac{1}{2}$  ins.) from centre to centre of rivets.  
 " butts from Garboards to turn of bilge, worked carvel with a lining piece ( 9/16 ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 $\frac{1}{2}$  ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No  
 " edges from bilge to wales, worked carvel with a lining piece ( 1/2 ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 $\frac{1}{2}$  ins.) from centre to centre of rivets.  
 " butts from bilge to wales, worked carvel with a lining piece ( 1/2 ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 $\frac{1}{2}$  in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No  
 " edges of wales and to planksheers, worked carvel with a lining piece ( 7/16 ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter averaging ( 2 $\frac{1}{2}$  ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by sketch, }  
 Waterway " " planksheer and to the Beams { if necessary. }  
 Side trussing none breadth and thickness of plates none how secured  
 Deck trussing 6 x 3/8 plate iron " " " "  
 Deck Beams, how secured to the side see sketch "  
 Hold " " see sketch  
 Paddle " " none  
 No. of breasthooks three crutches three how are pointers compensated?  
 What description of iron is used for the angle iron and bar iron in the vessel? Staffordshire



721 Iron

**Workmanship.** Are the lands or laps of the clenwork in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*  
 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*  
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *No*  
 Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .	Cwt. qr. lb.		
<i>Two masts</i>	Fore Sails,	300	Chain .....	1 3/8	3	Bower, { 20. 2. 10
	Fore Top Sails,	120	Stream Chain .....	7/8	1	Stream, { 20. 1. 9
	Fore Topmast Stay Sails,	120	Hempen Stream Cable .....	8	2	Stream, { 20. 0. 25
	Main Sails,	80	Hawser .....	7		Kedge, { 5. 0. 18
	Main Top Sails,	120	Towlines .....	6		3. 1. 21
and	120	Warp .....	5 1/2			
		5	All of <u>Good</u> quality.			

Her Standing and Running Rigging Wire Hemp sufficient in size and Good in quality.

She has One Pinnace Long Boat and Three life boats and one Gij

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

**GENERAL REMARKS.**

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

*This vessel has four water tight bulkheads, when she was laid down, she was only intended to have two decks, but a Spar Deck has been added since - She is very roughly built and if classed for a number of years, it should not extend, in our opinion beyond six.*

*Altho built under special survey we think W. W. Maysmouth she is not entitled to be marked with the cross - thus +*

*S. P. Hitchen*  
*J. S. Martin*

In what manner are the surfaces preserved from oxidation? with Red Lead

I am of opinion this Vessel should be classed 1 from year to year, but not to exceed 6 years

The amount of the Fee .....£ 5 : - : - is received by me,

Special .....£ 24 : 12 : 6

Certificate (if required) .....£ - : - : -

Committee's Minute 9<sup>th</sup> February 1855

Character assigned 1  
*Printed from*  
*J. S. Martin*

