

IRON SHIP.

No. 4032 Survey held at Montrose Date, First Survey 27th June 1876 Last Survey 9th Feb 1877

On the S. S. City of Gloucester Master Wm Watkins

TONNAGE under Tonnage Deck 195.40
 Ditto of Third, Spar, or Awning Deck. 30.21
 Ditto of Poop, or Raised Qr. Deck 2.40
 Ditto of Houses on Deck 6.35
 Ditto of Forecastle 235.21
 Gross Tonnage 10.43
 Less Crew Space 224.78
 Net Engine Room 90.62
 Register Tonnage 134.16
 as cut on Beam

ONE, OR TWO-DECKED, THREE-DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 10.48
DEPTH from upper part of Keel to top of Upper Deck Beams 11.21
GIRTH of Half Midship Frame (as per Rule) 19.25
1st NUMBER 40-94
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 136.0
LENGTH 5567.8
2nd NUMBER 6.44
PROPORTIONS—Breadths to Length 12.1
 Depths to Length—Upper Deck to Keel 12.1
 Main Deck ditto 12.1

Built at Montrose
 When built 1876-1877 Launched 7th Nov 76
 By whom built Messrs Black & White
 Owners The Gloucester S.S. Co Ltd
 Port belonging to Gloucester
 Destined Voyage Coasting
 If Surveyed while Building, Afloat, or in Dry Dock.
While Building and Afloat

LENGTH on deck as per Rule 136 **BREADTH** Moulded 20 11 1/2 **DEPTH** top of Floors to Upper Deck Beams 10 2 1/2 **Power of Engines** 55 **No. of Decks with flat laid** One **No. of Tiers of Beams** One

Dimensions of Ship per Register, length 137.25 breadth 21.1 depth 10.0

KEEL, depth and thickness 7 x 1 1/2
STEM, moulding and thickness 6 1/2 x 1 1/2
STERN-POST for Rudder do. do. 7 x 3 1/8
 for Propeller 7 x 3 1/4
 Distance of Frames from moulding edge to moulding edge, all fore and aft 21

FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end 3 2 1/2 5
REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 12 x 6
 thickness at the ends of vessel Eng Rm 7
 depth at 1/4 the half-bdth. as per Rule 6 1/2
 height extended at the Bilges 24

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7
 Single or double Angle Iron on Upper edge 42
 Average space 42

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7
 Single, or double Angle Iron, on Upper Edge 42
 Average space 42

BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 3 7
 Single or double Angle Iron on Upper Edge 42
 Average space 42

KEELSONS Centre line, single or double plate, 10 1/2 x 8
 do. or Intercoastal Plates 7 x 8
 " Rider Plate 6 1/2 x 8
 " Bulb Plate to Intercoastal Keelson 3 3 6
 " Angle Irons 3 3 6
 " Double Angle Iron Side Keelson 4
 " Side Intercoastal Plate 4
 " do. Angle Irons 4
 " Attached to outside plating with angle iron

BILGE Angle Irons 3 3 6
 do. Bulb Iron 6 3 6
 do. Intercoastal plates riveted to plating for length for 3/5 L.

BILGE STRINGER Angle Irons 3 3 6
 Intercoastal plates riveted to plating for length 3 3 6

SIDE STRINGER Angle Irons 3 3 6

Flat Keel Plates, breadth and thickness 30 7 30 7
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 2 1/2 x 4 1/2
 fin up. part of Bilge to lr. edge of Sh'rstrake 30 10 30 10
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake for 3/4 length
 Up. or Spar Dk Sh'rstrake, breadth & thickness for 3/4 length
 Butt Straps to outside plating, breadth & thickness 3 1/4 x 6 1/2
 Lengths of Plating 5 1/2
 Shifts of Plating, and Stringers 2 1/2
 Gunwale Plate on ends of Awning, Spar, or
 Upper Deck Beams, breadth and thickness 32 7 31 7
 Angle Iron on ditto 3 x 3 x 6
 Tie Plates fore and aft, outside Hatchways 7 x 7-6
 Diagonal Tie Plates on Beams, No. of Pairs, 8
 Planksheer material and cutting
 Waterways do. do. cutting
 Flat of Upper Deck do. do. 3
 How fastened to Beams by Galv. Sec. Bolts
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 8
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 3
 Tie Plates, outside Hatchways 3
 Diagonal Tie Plates on Beams, No. of pairs 3
 Waterways materials and scantlings 3
 Flat of Middle Deck do. do. 3
 How fastened to Beams 3
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 3
 Stringer or Tie Plates, outside Hatchways 3
 Flat of Lower Deck 3
 Ceiling betwixt Decks, thickness and material 2 Pine
 in hold do. do. 2
 Main piece of Rudder, diameter at head 3 3/4
 do. at heel 2 1/2
 Can the Rudder be unshipped afloat? 300
 Bulkheads No. 4 Thickness of 4
 Height up to Main & R. Q. Dk
 How secured to sides of ship between double frames
 Size of Vertical Angle Irons 2 1/2 x 2 1/2 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? yes

Transoms, material. Knight-heads. Hawse Timbers. 4 plates & angles
 Windlass Iron, Brown and Warfield's patent
 The **FRAMES** extend in one length from Keel to top height amidships, in way of R. & D. S.
 The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to 6" above Side Str. but in way of R. & D. S. every
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 5 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 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 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. upper edge double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
 Butts of Main Stringer Plate, double riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
 Breadth of laps of plating in double riveting 4 1/8 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams cutting (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? by knee plates riveted No. of Breasthooks, two Crutches, one
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, J. Abbott & Co. Floor plates. Consett; Shell. Consett; Beam. J. Abbott & Co.

The above is a correct description.
 Builder's Signature, Black & White Surveyor's Signature, J. L. Minnells
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? not planed.

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 in the butts.

Masts, ~~Bowsprit~~, Yards, &c., are wood 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~~ *Pale masts. (Schooner Rigged)*

Foremast deck to rounds 35 ft. Housing 9 ft.; Lope mast & pole 23 ft. at Wedging ^{Dist.} 13 $\frac{1}{2}$

Mani - " - " - " - " - 38 - ; - " - " - 8 - ; - " - " - 23 - ; - " - " - 12 ⁴/₃

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
One Complete Sloop and	SAILS.	CABLES, &c.	165	15	15-16-0-0	165, 14 13-4	Bowers	1	4-0-12	9-4-0-0	5-3-0	8-0-0-0
	Fore Sails,	Chain										
	Fore Top Sails,											
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	10 1/6		90-10 1/6						
	Main Sails,	Hawser ...	90	5		90-4						
	Main Top Sails,	Towlines ...	90	3			Stream	...	2-2-0	with S/R	2-0-0	with S/R
		Warp quality	60	2 1/2			Kedges	...	1-0-0	—	1-0-0	—

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has one 20 ft^{base} long Boat and one 14 ft lolly Boat

The Windlass is Good & efficient Capstan — and Rudder efficient Pumps good & efficient. 5 1/2" 5" diam.

Engine Room Skylights.—How constructed? *of wood on deep concrete* How secured in ordinary weather? *by bars & fly nuts.*

What arrangements for deadlights in bad weather? none required.

Coal Bunker Openings.—How constructed? *Cast iron glands.* How are lids secured? *By iron clips* Height above deck? *flush.*

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

Cargo Hatchways.—How formed? Plates & angles.

State size **Main Hatch** 13' 11" x 6' 0" **Forehatch** 7' 0" x 6' 0" **Quarterhatch** 7' 0" x 6' 0"

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams? In main Hatch, deep web beam. bolted to Cornings.

hes, If strong and efficient? Yes

For Special Survey No. <u>33</u>	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	<u>Specially Surveyed. 1876-77.</u> <u>1876. June 27; July 10; Augt. 1, 21, 28.</u> <u>Sept. 12; Oct. 5, 9, 21; Nov. 2.</u> <u>23rd; Dec. 5, 23; 1877. Jan.</u> <u>9, 22; Feb. 5, 9.</u>
Date <u>12 July 76.</u>		2nd. On the plating during the process of riveting	
For Ordinary Survey No. <u>-</u>		3rd. When the beams were in and fastened, } and before the decks were laid.... }	
Date <u>-</u>		4th. When the ship was complete, and before the plating was finally coated or cemented.. }	
No. <u>3</u> in builder's yard.		5th. After the ship was launched and equipped	

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

This vessel has been constructed in accordance with the accompanying tracings submitted & approved, see Secty's Letter: 6th May & 28th Aug 1876. She has a raised Quarter deck with beams of single angles $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$, ties $7 \times \frac{6}{16}$, stringers $3 \times 2\frac{1}{2}$; side plating $\frac{6}{16}$, and plating of deck 3 ins thick. She has also been fitted with a partial shelter deck (for the cattle trade) with beams of single angles $3 \times 2\frac{1}{2} \times \frac{7}{16}$, each of which are pillared; shelter deck $2\frac{1}{4}$ thick. The fore peak has been prepared to carry water ballast and has been tested by head of water to the height of load line and found tight. In way of break of R. & S. the sheerstrake has been doubled for 15 ft with plate $2\frac{1}{4} \times \frac{6}{16}$, and the butts riveted as reg^d by the Rules. Black & White

One decked vessel. with part shelter deck. 18 ft 43-9 from post.
 State if one, two, or three, decked vessel, or if spar, or awning deck; and the lengths of ^{bulk} ~~deck~~ forecabin, ~~or~~ raised quarter deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside Cemented to top - part of bulge from Ruggie to Gunwale. Red Lead Outside above - " - Oil paint. In Waterline. Patent compound.

I am of opinion this Vessel should be Classed 90A-1.

The amount of the Entry Fee£ 3 : - : - is received by me,)

Feb 17th 1877
Special £ 11 : 5 : -
Certificate *making* : 5 : -

(Travelling Expenses, if any, £ 10-11-6).

Committee's Minute 30th February 1874

Character assigned

Fees on Machinery
 Special 2-15-0
 Travelling 3-18-0
 £ 6-12-0 paid Mr Shorrocks 17-2-79

This vessel appears eligible to be classed as a recommissioned ship.