

IRON SHIP.

No. 4062 Survey held at Greenock Date, First Survey 19th Oct 1876 Last Survey 3rd March 1877
 On the Three Masted Schooner "Gipsy Queen" Master Stewart
 TONNAGE under Tonnage Deck 327.93 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third Spar, or Awning Deck. 1.13 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Poop, or Raised Or. Dk. 21 HALF BREADTH (moulded) 13.37
 Ditto of Houses on Deck 21 DEPTH from upper part of Keel to top of Upper Deck Beam 16.25
 Ditto of Forecastle 21 GIRTH of Half Midship Frame (as per Rule) 24.80
 Gross Tonnage 328.89 1st NUMBER 54.5
 Less Crew Space 15.05 1st NUMBER, if a THREE-DECKED VESSEL 54.5
 Less Engine Room 313.84 LENGTH 130
 Register Tonnage as cut on Beam 313.84 2nd NUMBER 708.5
 PROPORTIONS—Breadths to Length 4.0
 Depths to Length—Upper Deck to Keel 0.1
 Main Deck ditto 0.1

LENGTH on deck as per Rule 130 BREADTH—Moulded 26.74 DEPTH top of Floors to Upper Deck Beams 15 Power of Engines 3 No. of Decks with flat laid Two
 Dimensions of Ship per Register, length 135.55 breadth 26.8 depth 14.0

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2
STEM, moulding and thickness	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2
STERN-POST for Rudder do. do. for Propeller	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2	6 1/2 x 2	7 x 1 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Do. for 1/4 at each end	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6
thickness at the ends of vessel	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6
depth at 3/4 the half-bdth. as per Rule	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6
height extended at the Bilges	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6	1 1/2 x 6
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Single or double Angle Iron on Upper edge	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Average space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6	6 x 6
Single, or double Angle Iron, on Upper Edge	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Average space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Single or double Angle Iron on Upper Edge	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4	4 1/2 x 4
Average space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	11 x 9	10 x 8	11 x 9	10 x 8	11 x 9	10 x 8	11 x 9	10 x 8
Rider Plate	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8
Bulb Plate to Intercostal Keelson	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8	6 1/2 x 8
Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Double Angle Iron Side Keelson	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Side Intercostal Plate (Wash)	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5
do. Angle Irons	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5
Attached to outside plating with angle iron	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5	5 x 5
BILGE Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
do. Bulb Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
do. Intercostal plates riveted to plating for length	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
BILGE STRINGER Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
Intercostal plates riveted to plating for length	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
SIDE STRINGER Angle Irons	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Green heart Pall Bitt Green heart
 The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to above hold beam stringer 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 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 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.
 Butts of me Strakes at Bilge for half length, double riveted with Butt Straps 3/4 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 1/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships.
 Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for whole length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?
 Waterway, how secured to Beams Iron by gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 3 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Manufacturer's name or trade mark, Angle Iron Coats Plates. Worsend + Ayrshire
 The above is a correct description.
 Builder's Signature, James E. Scott Surveyor's Signature, H. R. V. Collyer
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 470-0347

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

17941 *Sm*

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 *Main Mast 72 ft dia 19 1/4 Main 78 ft 3" dia 18 1/4 Mizzen 67.3 dia 15 1/4 Bowsprit 10 1/2 ft dia 18"*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
	Fore Sails,	<i>27.5</i>	<i>1 3/16</i>	<i>25.7</i>	<i>2.00</i>	<i>19.5</i>	<i>2 1/2</i>	<i>1</i>	<i>12.11</i>	<i>14.4</i>	<i>12.0</i>	<i>13 1/2</i>
	Fore Top Sails,	<i>30.0</i>	<i>1 1/8</i>	<i>25.0</i>	<i>2.00</i>	<i>17.5</i>	<i>2 1/2</i>	<i>1</i>	<i>12.05</i>	<i>13.14</i>	<i>10.0</i>	<i>12 1/2</i>
	Fore Topmast Stay Sails	<i>25.0</i>	<i>1 1/8</i>	<i>25.0</i>	<i>2.00</i>	<i>17.5</i>	<i>2 1/2</i>	<i>1</i>	<i>10.16</i>	<i>12.6</i>	<i>10.0</i>	<i>12 1/2</i>
	Main Sails,	<i>90</i>	<i>1 1/2</i>	<i>90</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>1</i>	<i>1</i>	<i>5.16</i>	<i>5.0</i>	<i>5.0</i>	<i>5.0</i>
	Main Top Sails,	<i>90</i>	<i>1 1/2</i>	<i>90</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>1</i>	<i>1</i>	<i>2.20</i>	<i>2.2</i>	<i>2.2</i>	<i>2.2</i>
	and	quality <i>good</i>	<i>90</i>	<i>1 1/2</i>	<i>90</i>	<i>5 1/2</i>	<i>1</i>	<i>1</i>	<i>1.10</i>	<i>1.1</i>	<i>1.1</i>	<i>1.1</i>

Standing and Running Rigging *Ward Kemper* sufficient in size and *good* quality. She has *one* Long Boat and *one other*
The Windlass is *Efficient* Capstan *Steam* and Rudder *Efficient* Pumps *2*
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? *Pumps & Scuppers*

Cargo Hatchways. How formed? *Iron Casings*
State size Main Hatch *10'6" x 6'6"* Forehatch *7'0" x 6'0" + 4'0" x 4'0"* Quarterhatch *8'6" x 6'0"*
If of extraordinary size, state how framed and secured? *—*
What arrangement for shifting beams? *—*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>233</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under S.S. and surveyed 1876</i>
Date <i>3rd Nov 1876</i>	2nd. On the plating during the process of riveting	<i>Oct 19. 24. 30, Nov 1. 4. 6. 9. 15. 22. 24 28</i>
Order for Ordinary Survey No. <i>1</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>29. Dec 1. 6. 15. 16. 18. 19. 22. 30. 1877 Jan</i>
Date <i>1/1</i>	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>8. 11. 13. 15. 17. 22. 30, Feb 4. 6. 7. 8. 9. 15. 19. 21</i>
No. <i>14</i> in builder's yard.	5th. After the ship was launched and equipped	<i>Glasgow March 3.</i>

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midship section and longitudinal plans herewith appended which were submitted and approved by the Committee in letter dated 14th November 1876 the double angle iron with the face plate being fitted in the inner edges of hold beam stringer as required therein. The landing edge of outside plating in way of lower deck stringer is clear of the angle iron in stringer. With reference to the depth of floor plate at middle line the Kelson plate has been increased in depth and thickness as shown in accompanying sketch and approved by the Committee in letter dated 30th November 1876 and sanctioned by the Bureau. The workmanship and materials are of good quality. The Iron screw lanyards to Fore Mast, & Mizzen Shrouds have been fitted of the same size inside the thread as the chain plates viz 1 1/2" as required by the Committee in letter of 26th Feb 77 and the precautions to prevent rusting attended to by covering them with grease white lead & cowpox these screws together with the equipment were examined by me at Glasgow Mr. Woods being laid up from an accident.*

State if one, two, or three, decked vessel, or if open, or covering deck; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *Portland Cement to above bulk* Outside *Red Lead & Paint*

I am of opinion this Vessel should be Classed *100 A 1*
The amount of the Entry Fee ... £ *4 : 0 : 0* is received by me, *H. J. B. Oldfield*
Special ... £ *15 : 13 : 0* 6 March 1877
Certificate ... £ *0 : 0 : 0*
(Travelling Expenses, if any, £ *19 : 13 : 0*)
Committee's Minute *9th March 1877*
Character assigned *100 A 1*
It is recommended that this vessel appears eligible to be classed 100 A 1 - as recommended.
Lloyd's Register
One Dr. J. W. Davidson
8/3/77