

IRON SHIP.

No. 4062 Survey held at Greenock and Glasgow Date, First Survey 19th Oct 1876 Last Survey 3rd March 1877

On the Three Masted Schooner "Gipsy Queen" Master Stewart

<p>TONNAGE under Tonnage Deck <u>327.97</u></p> <p>Ditto of Thr'd, Spar, or Awning Deck. <u>1.13</u></p> <p>Ditto of Poop, or Raised Qr. Dk. <u>—</u></p> <p>Ditto of Houses on Deck <u>.81</u></p> <p>Ditto of Forecastle <u>—</u></p> <p>Gross Tonnage <u>328.89</u></p> <p>Less Crew Space <u>15.05</u></p> <p>Less Engine Room <u>—</u></p> <p>Register Tonnage as cut on Beam <u>313.84</u></p>	<p>ONE, OR TWO DECKED, THREE DECKED VESSEL.</p> <p>SPAR, OR AWNING DECKED VESSEL.</p> <p>HALF BREADTH (moulded) <u>13.37</u> Feet.</p> <p>DEPTH from upper part of Keel to top of Upper Deck Beam <u>16.25</u></p> <p>GIRTH of Half Midship Frame (as per Rule) <u>24.80</u></p> <p>1st NUMBER <u>54.5</u></p> <p>1st NUMBER, if THREE-DECKED VESSEL [deduct 7 feet] <u>—</u></p> <p>LENGTH <u>130</u></p> <p>2nd NUMBER <u>708.5</u></p> <p>PROPORTIONS—Breathths to Length <u>4.0</u></p> <p>Depths to Length—Upper Deck to Keel <u>—</u></p> <p>Main Deck ditto <u>8.0</u></p>	<p>Built at <u>Greenock</u></p> <p>When built <u>1877</u> Launched <u>28th Feb 1877</u></p> <p>By whom built <u>J. E. Scott</u></p> <p>Owner <u>Levi Patten & Co</u></p> <p>Port belonging to <u>Glasgow</u></p> <p>Destined Voyage <u>Liverpool</u></p> <p><input checked="" type="checkbox"/> Surveyed while Building, <input type="checkbox"/> Afloat, or in Dry Dock.</p>
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LENGTH on deck as per Rule	Feet. Inches. <u>130.</u>	BREADTH—Moulded	Feet. Inches. <u>26.74</u>	DEPTH top of Floors to Upper Deck Beams	Feet. Inches. <u>15.</u>	Power of Engines	Horse. <u>3</u>	No. of Decks with flat laid	No. of Tiers of Beams
Dimensions of Ship per Register, length <u>135.55</u> breadth, <u>26.0</u> depth, <u>14.0</u>									

	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	Inches.	16ths.	Inches.	16ths.					
KEEL , depth and thickness	<u>6 1/2</u>	<u>2</u>	<u>7</u>	<u>15</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>42</u>	<u>0</u>	<u>30</u>	<u>8</u>
STEM , moulding and thickness	<u>6 1/2</u>	<u>2</u>	<u>6 1/4</u>	<u>15</u>	fm up. part of Bilge to lr. edge of Sh'rstrake	<u>—</u>	<u>64</u>	<u>—</u>	<u>64</u>
STERN-POST for Rudder do. do. for Propeller	<u>6 1/2</u>	<u>2</u>	<u>6 1/4</u>	<u>15</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake; & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>44</u>	<u>6</u>	<u>30</u>	<u>8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>—</u>	<u>21</u>	<u>—</u>	Up. or Spar Dk Sh'rstrake, brdth & thckns	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
FRAMES , Angle Iron, for 3/4 length amidships	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	Butt Straps to outside plating, breadth & thickness	<u>9 3/4</u>	<u>6</u>	<u>9 3/4</u>	<u>6</u>
Do. for 1/4 at each end	<u>3 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>3</u>	Lengths of Plating	<u>8</u>	<u>14</u>	<u>5</u>	<u>16</u>
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>2 1/2</u>	Shifts of Plating, and Stringers	<u>2</u>	<u>—</u>	<u>2</u>	<u>—</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>14 3/4</u>	<u>6</u>	<u>15 1/2</u>	<u>6</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
thickness at the ends of vessel	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Angle Iron on ditto	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
depth at 3/4 the half-bdth. as per Rule	<u>4 3/4</u>	<u>—</u>	<u>4 3/4</u>	<u>—</u>	Tie Plates fore and aft, outside Hatchways	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
height extended at the Bilges	<u>4 3/4</u>	<u>—</u>	<u>4 3/4</u>	<u>—</u>	Diagonal Tie Plates on Beams No. of Pairs,	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>	<u>6</u>	<u>6</u>	Planksheer material and scantling	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Single or double Angle Iron on Upper edge	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	Waterways do. do.	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Average space	<u>42</u>	<u>—</u>	<u>42</u>	<u>—</u>	Flat of Upper Deck do. do.	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>4 1/2</u>	<u>7</u>	<u>4 1/2</u>	<u>7</u>	How fastened to Beams	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Single or double Angle Iron, on Upper Edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>20</u>	<u>7</u>	<u>20</u>	<u>7</u>
Average space	<u>11</u>	<u>9</u>	<u>10</u>	<u>8</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>—</u>	<u>—</u>	<u>—</u>
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6 1/2</u>	<u>8</u>	<u>6 1/2</u>	<u>8</u>	Angle Irons on ditto, No. <u>—</u>	<u>3x3x6</u>	<u>3x3x6</u>	<u>3x3x6</u>	<u>3x3x6</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Tie Plates, outside Hatchways	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Average space	<u>11</u>	<u>9</u>	<u>10</u>	<u>8</u>	Diagonal Tie Plates on Beams, No. of pairs	<u>4</u>	<u>8</u>	<u>7</u>	<u>8</u>
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<u>6 1/2</u>	<u>8</u>	<u>6 1/2</u>	<u>8</u>	Waterways, materials and scantlings	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Rider Plate	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Flat of Middle Deck do. <u>Mr. Patten</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Bulb Plate to Intercostal Keelson	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	How fastened to Beams	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Angle Irons	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>20</u>	<u>6</u>	<u>20</u>	<u>6</u>
" Double Angle Iron Side Keelson	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Is the Stringer Plate attached to the outside plating?	<u>Yes</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Side Intercostal Plate (Wash.)	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Angle Irons on ditto, No. <u>—</u>	<u>3x3x6</u>	<u>3x3x6</u>	<u>3x3x6</u>	<u>3x3x6</u>
" do. Angle Irons	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Stringer or Tie Plates, outside Hatchways	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
" Attached to outside plating with angle iron	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Flat of Lower Deck	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
BILGE Angle Irons	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>Pine</u>	<u>2</u>	<u>—</u>
" do. Bulb Iron	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	in hold do. do.	<u>2 1/2</u>	<u>Plum</u>	<u>3 1/2</u>	<u>2</u>
" do. Intercostal plates riveted to plating for length	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Main piece of Rudder, diameter at head	<u>4</u>	<u>—</u>	<u>—</u>	<u>—</u>
BILGE STRINGER Angle Irons	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	do. at heel	<u>2 1/2</u>	<u>—</u>	<u>—</u>	<u>—</u>
Intercostal plates riveted to plating for length	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Can the Rudder be unshipped afloat? <u>Yes</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
SIDE STRINGER Angle Irons	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	Bulkheads No. <u>—</u> Thickness of <u>5/16 x 4</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>

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 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 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 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 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 — length amidships.

Butts of Main Stringer Plate, 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 1/2 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double or single Riveted?

Waterway, how secured to Beams Iron by utter (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. Gold

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

No. 4062

L7520-0791

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

N ^o .	SAILS.	CABLES, &c. Chain	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 pr Rule.	Test req'd per Rule.	
								No.	Weight.						
	Fore Sails,		27.5	1 3/8	25.7	2.01	195	2 1/2	Bowers	3731	12.11	14.4	0.0	12.0	0.0
	Fore Top Sails,									3689	12.05	13.14	2.0	10.0	2.3
	Fore Topmast Stay Sails									3672	10.16	12.6	2.0		
	Main Sails,		90	1 1/2	28.5	4.25	1077		Stream	1	5.16		5.0	0.0	
	Main Top Sails,		90	5 1/2					Kedges	1	2.20		2.2	0.0	
	and		90	1 1/8						1	1.10		1.1	0.0	

Standing and Running Rigging *Wired Hempen* sufficient in size and *good* quality. She has *no* Life Boat and *one other*
 The Windlass is *Efficient* Capstan *Stem Wind* and Rudder *Efficient* Pumps *2*

Engine Room Skylights. How constructed? *—* How secured in ordinary 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? *Ports & Scuppers*

Cargo Hatchways.—How formed? *Iron Casings*
 State size Main Hatch *10'6" x 6'6"* Forehatch *7'0" x 6'0"* 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.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
233	3 rd Nov 1876			14		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
						<i>Built under S.S. and surveyed 1876 Oct 19, 24, 30, Nov 1, 4, 6, 9, 15, 22, 24, 29, Dec 1, 6, 15, 16, 18, 19, 22, 30, 1877 Jan 8, 11, 13, 15, 17, 22, 30, Feb 4, 6, 7, 8, 9, 15, 19, 21. 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 edge 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 Keelson 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 Rose, Main, & Mizzen Shrouds have been fitted of the same size inside the thread as the chain plates 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 & cowpats these screws together with the equipment were examined by me at Glasgow Mr. Boulds being laid up from an accident. Edmund Buchanan*

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 edge* Outside *Red Lead & Paint*

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

The amount of the Entry Fee ... £ 4 : 0 : 0 is received by me, *H. B. Boulds*
 Special ... £ 15 : 13 : 0 *6 March 1877*
 Certificate ... £ 0 : 0 : 0
 (Travelling Expenses, if any, £ - 10/6) £ 19 : 13 : 0

Committee's Minute *9th March 1877*

Character assigned *100A1*



83/77