

IRON SHIP.

No. 412 Survey held at West Hartlepool Date, First Survey 10 Dec 1879 Last Survey 15 June 1880
 On the Ship "Gull of Gull" Master Allen 1880

TONNAGE under Tonnage Deck 1439.44
 Ditto of Third Spar, or Awning Deck. 41.70
 Ditto of Poop, or Raised Qr. Dk. 53.21
 Ditto of Houses on Deck 4.06
 Ditto of Forecastle 37.64
 Gross Tonnage 1591.72
 Less Crew Space 64.90
1523.02
 Less Engine Room 509.35
 Register Tonnage 1014.47
 as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... .. 16.11 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 25.1
GIRTH of Half Midship Frame (as per Rule) 37.2
1st NUMBER 79.2
2nd NUMBER 7.0
LENGTH 250.6
PROPORTIONS—Breadths to Length 7 1/2 to 1
 Depths to Length—Upper Deck to Keel 10 to 11
 Main Deck ditto 14 to 15

Built at West Hartlepool
 When built 1880 Launched 8 May
 By whom built M. Gray & Co
 Owners Greenock Steam Ship Co. Limited
 Port belonging to Greenock
 Destined Voyage India
 If Surveyed while Building, Afloat, or in Dry Dock.

| LENGTH | Feet. | Inches. | BREADTH | Feet. | Inches. | DEPTH | Feet. | Inches. | Power of Engines | Horse. | No. of Decks with flat laid | No. of Tiers of Beams |
|--|-------|---------|---------|-------|---------|-----------------------------------|-------|---------|------------------|--------|-----------------------------|-----------------------|
| on deck as per Rule | 250 | 6 | Moulded | 33 | 10 | top of Floors to Upper Deck Beams | 25 | 1 | 140 | 140 | 4 | 4 |
| Do. do. Main Deck Beams | | | | | | | | | | | | |
| Dimensions of Ship per Register, length, <u>260</u> breadth, <u>34</u> depth, <u>21.7</u> | | | | | | | | | | | | |
| KEEL , depth and thickness <u>two plates 9 x 1 on plate 4 x 9 1/2</u> STEM , moulding and thickness... .. <u>8 1/2 x 2 1/2</u> STERN-POST for Rudder do. do. <u>8 1/2 x 5</u> " for Propeller <u>8 1/2 x 5</u> Distance of Frames from moulding edge to moulding edge, all fore and aft <u>24</u> | | | | | | | | | | | | |
| FRAMES , Angle Iron, for 1/2 length amidships <u>4 1/2 3 0</u> Do. for 1/4 at each end <u>4 1/2 3 0</u> REVERSED FRAMES , Angle Iron <u>3 3 1 4</u> FLOORS , depth and thickness of Floor Plate } <u>Bracelet</u> at mid line for half length amidships <u>Plates</u> " thickness at the ends of vessel " depth at 1/2 the half bath, as per Rule " height extended at the Bilges BEAMS , Upper, Spar, or Awning Deck } <u>5 1/2 3 0</u> Single or double Ang. Iron, Plate or Tee Bulb Iron } <u>5 1/2 3 0</u> Single or double Angle Iron on Upper edge <u>24</u> Average space... .. <u>24</u> BEAMS , Main, or Middle Deck <u>5 1/2 3 0</u> Single or double Ang. Iron, Plate or Tee Bulb Iron } <u>5 1/2 3 0</u> Single or double Angle Iron, on Upper Edge <u>24</u> Average space... .. <u>24</u> BEAMS , Lower Deck, Hold, or Orlop } <u>9 x 9</u> Single or double Ang. Iron, Plate or Tee Bulb Iron } <u>4 3 1/2 0</u> Single or double Angle Iron on Upper Edge <u>10 x 12 plates</u> Average space... .. <u>10 x 12 plates</u> KEELSONS Centre line, single or double plate, } <u>See centre</u> box, or Intercoastal, Plates <u>Plate 4 x 9 1/2</u> " Rider Plate " Bulb Plate to Intercoastal Keelson <u>5 4 9</u> " Angle Irons <u>5 4 9</u> " Double Angle Iron Side Keelson " Side Intercoastal Plate " do. Angle Irons " Attached to outside plating with angle iron BILGE Angle Irons " do. Bulb Iron " do. Intercoastal plates riveted to plating for length <u>5 4 9</u> BILGE STRINGER Angle Irons <u>5 4 9</u> Intercoastal plates riveted to plating for half length <u>9 1/2 x 0</u> SIDE STRINGER Angle Irons <u>6</u> | | | | | | | | | | | | |
| Transoms , material. Knight-heads. Hawse Timbers. <u>Plates</u> Windlass <u>Patent of iron</u> Pall Bitt <u>iron</u> The FRAMES extend in one length from <u>Keel</u> to <u>gunwale</u> Riveted through plates with <u>70</u> in. Rivets, about <u>4 1/2</u> apart. The REVERSED ANGLE IRONS on floors and frames extend <u>across</u> middle line to <u>from tank side to gunwale</u> and to <u>gunwale</u> alternately KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And butts properly shifted? <u>Yes</u> PLATING . Garboard, double riveted to Keel, with rivets <u>1 1/2</u> in. diameter, averaging <u>5 1/2</u> ins. from centre to centre. " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>7 1/2</u> in. diameter, averaging <u>4</u> ins. from centre to centre. " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>7 1/2</u> in. diameter averaging <u>3 3/4</u> ins. from centre to centre. " Butts of <u>three</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1 1/2</u> thicker than the plates they connect. <u>no more lapped</u> " Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <u>7 1/2</u> in. diameter, averaging <u>4</u> ins. from cr. to cr. " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>7 1/2</u> in. diameter, averaging <u>3 3/4</u> ins. from cr. to cr. " Edges of Main Sheerstrake, double or single riveted. <u>Upper Sheerstrake</u> , double or single riveted. " Butts of Main Sheerstrake, treble riveted for <u>half</u> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <u>half</u> length amidships. " Butts of Main Stringer Plate, treble riveted for <u>half</u> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <u>half</u> length. " Breadth of laps of plating in double riveting <u>5 1/4</u> Breadth of laps of plating in single riveting <u>3</u> Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Double & treble riveted</u> Waterway, how secured to Beams (Explain by Sketch, if necessary.) <u>Press welded to butts, Reamer</u> Beams of the various Decks, how secured to the sides? <u>Press welded to butts, Reamer</u> No. of Breasthooks, <u>Seven</u> Crutches, <u>Three</u> What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Good</u> Manufacturer's name or trade mark, <u>Stratton & Co. D.L. No. West Hartlepool</u> The above is a correct description. <u>True</u> Builder's Signature, <u>W. Gray</u> Surveyor's Signature, <u>S. McGladstone</u> Surveyor to Lloyd's Register of British and Foreign Shipping IRON 493-0246 | | | | | | | | | | | | |

Lloyd's Register
 Foundation

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? *Solid pieces*

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 butts*

Masts, Bowsprit, Yards, &c., are of *Iron & Pine* 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 *Lower masts made with three plates in the round double riveted at edges treble at butts. Plates 6/16 at wedging tapered away to 5/16 at head & heel. Main mast 68 ft. Dia. at heel 16 1/2. Working 22 1/2. Round 10. Head 15 1/2. Fore mast 44 ft. Dia. at heel 16 1/2. Working 22 1/2. Round 10. Head 15 1/2. one plate at wedging. Doubled for 10 ft. Iron tested & found good. Reamed & coned.*

| NUMBER for EQUIPMENT | | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Supntd. | ANCHORS. | No. | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Machine where Tested & Supntd. |
|--------------------------|--|----------|---------|-----------------------|------------------|--------------------------------|---------------|-----|--------------------|-----------------------|-----------------------|--------------------------------|
| SAILS. | | | | | | | Bower Anchors | 3 | 30-3-0 | 29-3-3-0 | 30-0-0 | 20-12-0-0 |
| CABLES, &c. | | | | | | | | | | | | |
| Chain | | 270 | 1 1/2 | 55 1/2 lbs | 27 1/2 | 55 1/2 lbs | | | | | | |
| Fore Sails, | | | | | | | | | | | | |
| Fore Top Sails, | | | | | | | | | | | | |
| Fore Topmast Stay Sails, | | | | | | | | | | | | |
| Main Sails, | | | | | | | | | | | | |
| Main Top Sails, | | | | | | | | | | | | |
| and | | | | | | | | | | | | |
| quality | | | | | | | | | | | | |

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good*

The Windlass is *Good* Capstan *Good* Iron and Rudder *Good* Pumps *Four of kind metal*

Engine Room Skylights.—How constructed? *4/16 Iron Angles in 3x2x1/2* How secured in ordinary weather? *Bullseyes*

What arrangements for deadlights in bad weather? *Bullseyes*

Coal Bunker Openings.—How constructed? *Iron bonings* How are lids secured? *Bars* Height above deck? *30 inches*

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

Hatchways.—How formed? *7/16 plate*

size Main Hatch *21 ft 10 in x 12 ft 6 in bonings 27 in* Fore hatch *11 ft 10 in x 9 ft 10 in bonings 27 in* Quarter hatch *15 ft 11 in x 12 ft 6 in bonings 27 in*

of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One shifting web beam in each hatchway*

Beams, If strong and efficient? *3 inch Pine*

For Special Survey No. *704*

Date *19th Dec 1899*

Order for Ordinary Survey No. *212*

Date *19th Dec 1899*

No. *212* 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

Special Survey Date of Survey *1899 & 1900*
Dec 10-26-30, Jan 5-9-22-23-26, Feb 6-12-19,
March 8-15-25, April 12-15-19-21-23-26-30,
May 3-4-6-26, June 1-3-4-5

General Remarks (State quality of workmanship, &c.) *Workmanship & material good*

Is fitted with Chock Post & Forecastle frames all the top height. Prop beams 6x3x7/16 Stringer plates on ends 24x6/16 angles on Jo. 3x3x6/16. Plating outside 6/16 Deck 3 1/2 x 7/16. Forecastle beams of angles 6x4x10/16. Three of bulb plates 7x6/16 Double angles top edges 3x3x6/16 Deck of 5/16 iron gunwale angle iron 3x3x7/16 Plating outside 6/16 Double bottom fitted fore & aft on the parallel principle. Side plates 7/16 angles on Jo 3 1/2 x 3 1/2 x 7/16. Longitudinal plates 6/16 angles top & bottom 3x3x6/16. All plating 8/16 7/16 & 6/16 the 8/16 plates double riveted at edges & butts, the whole tested by a head of water to the height of load line.

Paul Gray & Co

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Plat cemented with Portland Cement* Outside *& other parts with paint*

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *100*

Special ... £ 63 : 1 : 6 - 14 June 1899

Certificate ... : : : *100*

(Travelling Expenses, if any, £ : : :)

Committee's Minute *18*

Character assigned *100 A1*

Lloyd's Register

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

See Surveyors Letters

14 Dec 1899

Lloyd's Register