

IRON SHIPS.

No. 14901 Survey held at Chester Date Dec 5 1857
 on the Brig Cymbeline Master _____
 Tonnage Gross Engine Room Register 219 Built at Chester
 When Built 1857 By whom built G. Laram Owners C. J. Bowring
 Port belonging to Liverpool Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Whilst Building under Special Survey

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	115		20			13				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Stem, if bar iron, moulding and thickness	Inches in Ship.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.
	1 1/4	✓	1 1/4	✓	4	„ if plate iron, breadth and thickness	6	2	6	2
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3	2 1/2	3/8	3	2	Stern-post, if bar iron, moulding and thickness	6	2	6	2
„ depth and thickness of Floor Plate at mid line	13	-	3/8	13	-	„ „ if plate iron, breadth and thickness				
„ depth and thickness of Floor Plate at Bilge Keelson	4 1/2	-	3/8	-	-	Keel, if bar iron, depth and thickness	6	2	6	2
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate	2	2	5/16	2	2	„ if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double. Reversed Iron, to every frame	3	2 1/2	3/8	3	2	Garboard Plates, thickness..	Description of Iron.	1/2	✓	1/2
or every alternate frame	2	2	5/16	2	2	From Garboard to upper part of Bilge	7/16	✓	7/16	
Beams, Deck (N ^o . 37) double Angle Iron	6	3/8	✓	6	3/8	From upper part of Bilge to Sheerstrakes	3/8	✓	3/8	
or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	5/16	✓	1/4	Sheerstrakes	1/8 1/2	✓	1/8	
„ „ depth & thickness of plate amidships	2 1/2	2 1/2	5/16	✓	1/4	Breadth & thickness of Butt Straps to outside plating	8 1/2 x 9 - 1/2 - 1/8 x 3/8 thick	✓		See Sketch on the other side
„ „ double or single Angle Iron, on lower edge	2 1/8	-	✓	2 1/8	✓	Planksheers	Material.	16	3/8	11 3/8
„ „ average space between						Gunwale Plate or Stringer on ends of Up. Dk Beams	None			
„ „ if wood (N ^o .) sided & moulded						Angle Iron on ditto	Double?	3	3	3/8
„ Hold, or Lower Deck (N ^o . 28)	6	3/8	✓	6	3/8	Waterway	None	3	3	3/8
double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	3/8	✓	1/4	Deck	Yellow P.P. Pine	3 1/2	-	-
„ „ depth & thickness of plate amidships	2 1/2	2 1/2	3/8	✓	1/4	Ceiling in Hold	Pitch & Pine	2 1/2	2	-
„ „ double or single Angle Iron, on lower edge						Ceiling betwixt Decks	Yellow Pine	2	-	-
„ „ average space between						Beam Clamps		-	-	-
„ „ if wood (N ^o .) sided & moulded						„ Shelf		-	-	-
„ Paddle, wood, sided and moulded						„ Stringer Plates on ends of Hold or Lower Dk Beams		10 3/4	3/8	11 3/8
or if Iron, size of Plate						Ceiling between Decks		-	-	-
„ Engine						Stringer or Tie Plates out- side Hatchways		10 3/4	3/8	10 3/8
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	9	3/8	✓	9	3/8	Deck Beam Clamps	Between beams	10 3/4	3/8	11 3/8
„ Side or Bilge	3	2 1/2	5/16	✓	1/4	„ „ Shelf	Angle Iron	3	2 1/2	3/8
„ Number	3	2 1/2	5/16	✓	1/4	Stringers in Hold		-	-	-
						Deck, Lower		-	-	-
						Deck, Upper, how fastened to Beams	With through screws & bolts			

Transoms, material None or, if none, in what manner compensated for. Clamps, Stringer Plates & Angle Iron
 Knight-heads „ None Bulkheads, N^o. 2 Thickness of 1/8, 5/16 & 3/4
 Hawse Timbers „ None are they free from defects? „ how secured to the sides of the ship Between double frames
 „ size of vertical angle iron and their distance apart 2 x 2 - 1/2 - 2.6 apart
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (4 to 6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from above the bilge to on both sides on alternate frames
 „ „ „ on the frames „ „ „ from Middle line to Upper Deck Beams on alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? With Butt Plates & Angle Iron
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/8 in.) diameter averaging (2 1/4 in.) from centre to centre of rivet.
 „ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 ins.) from centre to centre of rivets.
 „ Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes & above also
 „ Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes & above also
 „ Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting (2 1/2 in.)
 Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch on the other side.
 Waterway „ „ planksheer and to the Beams { if necessary. }
 Side trussing 10 1/2 in breadth and thickness of plates 3/8 how secured? Rivetted to reversed Angle Iron
 Deck trussing 10 1/2 x 3/8 on each side Hatchways „ „ ? Rivetted to Beam Angle Iron & Gunwale Plate
 Deck Beams, how secured to the side? Rivetted to Ribs & Gunwale Plate
 Hold or Lower Deck „ Rivetted to Ribs & Stringer Plate
 Paddle „ „
 No. of breasthooks 48 crutches 28 how are pointers compensated? Stringer Plates & Clamps
 What description of iron is used for the angle iron and plate iron in the vessel? Best Staffordshire Builder's Signature _____

1534 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes.

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Well fitted

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid piece

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? Some

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

She has **SAILS.**

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
2	Fore Sails,	Chain	180	7 large	Bower,	3	12-1-7
2	Fore Top Sails,	Hempen Stream Cable	90	7 1/2			12-0-0
2	Fore Topmast Stay Sails,	Hawser	90	6 1/2	Stream,	1	4-2-7
2	Main Sails,	Towlines					
1	Main Top Sails,	Warp	90	4 1/2	Kedge,	1	2-1-23
and other well found		All of <u>Good</u> quality.					

Her Standing and Running Rigging are sufficient in size and Good in quality.

She has one Long Boat and Jolly Boat

The present state of the Windlass is Good Capstan 2 1/2 ft and Rudder Good Pumps 4 Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought March 27-1857
 - 2nd. On the plating during the progress of rivetting April 29-May 27-June 3 & 17, August 15, & 20.
 - 3rd. When the beams were in and fastened, and before the decks were laid Sept 28th
 - 4th. When the ship was complete, and before the plating was finally coated Oct 28th
 - 5th. After the ship was launched Several times to see 5th

This Vessel was built under Special Survey for the 12 Years grade, and whilst building several defective Plates on the outside were replaced with sound ones.

She was commenced by George Bram and finished by one or more of his creditors. The ^{Plate}Stringer and blank between decks are a trifle narrower than required by the Rules, but this is more than compensated by other scantlings above the Rules, viz- the Upper Stringer Plate is 5 in wider & has double angle. The Beams and Ribs being also larger.

She has two Water tight Bulkheads up to the Main Deck, in the wake of Fore and Main Rigging, - being the worst part in which they could be placed. I pointed this out to the Builder who said the owners would have them there. They are however well fastened according to Rule, & the Butts of Upper Deck Stringer Plates near them have Butt Pieces from Beam to Beam.



In what manner are the surfaces preserved from oxidation? Repaint

I am of opinion this Vessel should be classed A1-12 Years

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

Special£ 10 : 10 : 9/10/57 R.M.

Certificate (if required)£ Quasi

Committee's Minute 11th December 1857

Character assigned 1 for 12 Years

Built of Iron

Leahouse Martindale

I see no objection

to the Class Certificate

10 Dec 1857

Lloyd's Register

Foundation