

IRON SHIPS.

Recd 27/12/86

Survey held at Glasgow

Date 24th December

1886

in the S.S. "Cumberland"

Master J. White

Tonnage under tonnage deck 148.12 Built at Glasgow

When built 1880

Launched 2nd Nov 1880

Ditto of poop or spar deck 42.09 By whom built Barclay Curle & Co. Owners Liverpool & Hamburg

Ditto of engine room 3.90

Total Register tonnage 194.01 Port belonging to Liverpool Destined Voyage Hamburg

Gross tonnage 194.01

Dimensions of Ship per Register, length 227.4 breadth 28 depth 15.45

Table with columns for ship dimensions and materials. Rows include: Keel, Stem, Stern-post, Frames, Floors, Beams, Keelson, Transoms, Knight-heads, Frames, Keelson connections, Plates, Edges, Butts, Engine, Paddle, Butt Straps, Planksheer, Waterway, Deck Beams, Hold or Lower Deck ditto, Paddle.

No. of breasthooks Four crutches Four

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Bessemer's

Manufacturer's name or trade mark

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Barclay, Curle & Co. Surveyor's Signature J. D. ...

14720-0444

workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets rivetted edges and butts, and at least three and a quarter 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? Yes

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

Do the holes for rivetting plate to frames, butt straps, 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? a few in corners of Bottom

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

She has SAILS.

Tested by Messrs Dock & N^o 18^o March 10th 1866 Tested by P. Duggenna at Jipton Public Machine ANCHORS, and their weights. June 14th 1866

N^o 18^o and

	Fathoms.	Inches.	Tested to Tons.		N ^o .	Weight. Ex. Stock.	Tested to Tons.
Fore Sails,	Chain	270	1 7/8	3 1/4	Bowers,	3	18.0.9 19.2.0 21
Fore Top Sails,	Hempen Stream Cable	90	9				18.5.5 19.2.0 21
Fore Topmast Stay Sails,	Hawser <u>Chain</u>	30	1 7/8				3.2.0 17.5.1.7
Main Sails,	Towlines	90	1		Stream,	1	7.3.10 8.13.5
Main Top Sails,	Warp	90	4				
	All of <u>Good</u> quality,				Kedges,	2	4.0.26 1.3.13

Her Standing and Running Rigging Galv. Wire & Hemp sufficient in size and Good in quality.

She has two 24 feet Long Boat and One 24 feet Quarter Boat & One 20 feet Dandy

The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

No. 431 Surveys held 2nd. On the plating during the progress of rivetting Built under special survey

Date Sept 23/65 while building 3rd. When the beams were in and fastened, and before the decks were laid from the 24th July

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated to the 24th Dec 1866

No. — Section 18. 5th. After the ship was launched

State if she has a Spar Deck No Poop Yes or Forecastle Yes

Remarks,

As compensation for excess of length the sheerstrake is doubled whole depth with an 1/8 plate for sheer frames the length of the —. Gunwall Plate increased to 3/4 ins in width and 1/8 thickness for half the length. Bilge and Middle line keelson — with a Built Board 1/8 thick. An extra stunged fitted in — between decks rivetted to double reverse Frames formed of two Angle Bars back to back 5 x 3 x 1/8 and extended between fore and aftermost Bulkheads. Fitted with four Steam Winches on deck for taking in and discharging cargo

Fore and Main Masts are of — formed of ten plates 1/8 thick, lands single clenched and butts double carvel rivetted

In what manner are the surfaces preserved from oxidation? Inside Flat of Bottom with Portland Cement

Ditto ditto Outside with Red Lead and Oil Paints

I am of opinion this Vessel should be Classed A 1

The amount of the Fee £ 5 : 5 : 0 is received by me,

Dec 11/66 Special £ 34 / 14 / 3

Certificate (if required) £ — / — / —

Committee's Minute 28th December 1866

Character assigned A 1

W.D.

D. Darling

This Iron Steamer appears eligible for Classification as recommended above

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