

# IRON SHIPS.

No. 6124 Survey held at Port Glasgow Date, First Survey 28th April 1871 Last Survey 11th March 1872

On the Iron Screw Steamer "Cynthia" Master H. Langlois

Tonnage under Tonnage Deck } <u>536.28</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Port Glasgow</u>
Ditto of Third Spar, or Awning Deck. } <u>12.63</u>	Half moulded breadth .... 13.	Half Moulded Breadth....	When built <u>1872</u> Launched <u>1st Jan'y 1872</u>
Ditto of <u>Reqs.</u> or Raised Qr. Dk. } <u>14.56</u>	Depth from upper part of Keel to top of Upper Deck Beams ..... 17.55	Total Depth if three or more Decks .....	By whom built <u>Wm Hamilton &amp; Co.</u>
Ditto of Houses on Deck .... } <u>9.65</u>	Girth of Half Midship Frame (as per Rule) .. 26.22	Total Girth of Half Midship Frame .....	Owners <u>Wm Atkins &amp; Co.</u>
Ditto of Forecastle <u>9.65</u>	1st Number ..... 58.66	3rd Number.....	Port belonging to <u>London</u>
Gross Tonnage <u>573.12</u>	Length ..... 198.9	Length.....	Destined Voyage <u>Glasgow to London via Spald</u>
Crew Space, as per Rule } <u>24.19</u>	2nd Number.... 50994	4th Number....	If Surveyed while Building, Afloat, or in Dry Dock. <u>While building &amp; afloat</u>
Register Tonnage, as per Rule } <u>548.93</u>	Depths to Length. <u>12.43</u>	Breadths to Length ..... <u>7.65</u>	
Engine Room <u>183.40</u>			
Register Tonnage, as a Steamer, put on Beam } <u>365.53</u>			

Length on deck as per Rule, <u>198.9</u>	Feet. Inches. Moulded Breadth, <u>26</u>	Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule <u>16</u>	Feet. Inches. Power of Engines, <u>90</u>	Horse. <u>450</u>	Nº. of Decks with flat laid <u>One</u>	Nº. of Tiers of Beams <u>Two</u>
Dimensions of Ship per Register, length, <u>204.8</u> breadth, <u>26.4</u> depth, <u>15.8</u>						
Keel, if bar iron, depth and thickness ..... <u>7 1/2 x 2 1/4</u>	Inches in Ship. <u>7 1/2 x 2 1/4</u>	Inches required per Rule. <u>7 1/2 x 2 1/4</u>				
Do. if centre through plate, depth and thickness ..... <u>7 x 2 1/4</u>	<u>7 x 2 1/4</u>	<u>7 x 2 1/4</u>				
Stem, if bar iron, moulding and thickness ..... <u>7 3/4 x 4</u>	<u>7 3/4 x 4</u>	<u>7 x 4 1/2</u>				
Stern-post for Rudder do. do. .... <u>22</u>	<u>22</u>	(Class <u>90A</u> )				
Stern-post for Propeller ..... <u>22</u>	<u>22</u>					
Distance of Frames from moulding edge to moulding edge, all fore and aft ..... <u>22</u>	<u>22</u>					
Frames, size of Angle Iron, for 1/2 length amidships ..... <u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>				
Do. for 1/4 at each end ..... <u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>				
Reversed Frames, size of Angle Iron ..... <u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>				
Floors, depth and thickness of Floor Plate at mid line for half the length amidships ..... <u>17 1/2 x 7/8</u>	<u>17 1/2 x 7/8</u>	<u>17 1/2 x 7/8</u>				
Do. at the ends ..... <u>17 1/2 x 7/8</u>	<u>17 1/2 x 7/8</u>	<u>17 1/2 x 7/8</u>				
Do. do. do. at Bilge Keelson ..... <u>10 x 7/8</u>	<u>10 x 7/8</u>	<u>7/8</u>				
Do. height extended at the Bilges ..... <u>35 inches</u>	<u>35 inches</u>	<u>35 inches</u>				
Beams, Upper, Spar, or Awning Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Single or double Angle Iron on Upper edge ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Average space ..... <u>44 inches</u>	<u>44 inches</u>	<u>44 inches</u>				
Beams, Main or Middle Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Single, or double Angle Iron, on Upper Edge ..... <u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>				
Average space ..... <u>44 inches</u>	<u>44 inches</u>	<u>44 inches</u>				
Beams, Lower Deck, Hold or Orlop (No. ) single or double Angle Iron, Plate or Tee Bulb Iron ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Single or double Angle Iron on Upper Edge ..... <u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>				
Average space ..... <u>44 inches</u>	<u>44 inches</u>	<u>44 inches</u>				
Keelson Centre line, single or double plate, box, or intercostal, size of Plates ..... <u>12 1/4 x 1/8</u>	<u>12 1/4 x 1/8</u>	<u>12 1/4 x 1/8</u>				
Do. Bulb Plate to Intercostal Keelson ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Do. Size of Angle Irons ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Do. Side Intercostal Keelson, size of Plates ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Do. Angle Irons on tops of Floors ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Do. Bilge Keelson, Bulb Iron ..... <u>6 x 6</u>	<u>6 x 6</u>	<u>6 x 6</u>				
Do. do. Intercostal plates riveted to plating for length ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Do. do. Angle Irons ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Side Stringers (No. ) size of Angle Irons ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				
Do. Intercostal plates riveted to plating for length ..... <u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>				

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Hawse Timbers Iron

Windlass Harfield's patent Pall Bitt Iron

The Frames extend in one length from Keel to Gunnwale

The Reverse Angle Irons on the floors and frames extend across the middle line to upper part of bilge and to Gunnwale alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1 1/4 in.) diameter, averaging (5 1/2 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (4 1/2 x 3/8) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( 7/8 ) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging ( 3 1/2 ins) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting ( 4 1/2 ) Breadth of laps of plating in single Riveting ( 3 )

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

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knuckle plates No. of Breasthooks, Five Crutches, Four

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

Manufacturer's name or trade mark, Blackburn & Mowlem Iron Co. B.B

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

Builder's Signature, Wm Hamilton & Co Surveyor's Signature, C. W. R. Macdonald

IRON 450-0354



9906 Irons  
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  
Do the fillings between the ribs and plates fill in solid with single pieces? Yes or are they in short lengths of various thicknesses? No  
Do the holes for riveting 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 plate and punched from the faying surfaces? Yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

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 riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 58 feet 6 inches, Main Mast 50 feet, each 17 1/2 inches diameter, of Red Pine

	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	18385	120	1 1/2	28.2.0.0	1 1/2	28.2.0.0	17.2.20/11/71	5814	13.2.0	13.2.0	15.2.0
N <sup>o</sup> .	SAILS.	CABLES, &c.					Bowers				
	Fore Sails,	Chain					(State Machine				
	Fore Top Sails,	Tested, and name of Superintendent.					where Tested, and name of Superintendent.				
	Fore Topmast Stay Sails	Heppon Stream					Chain & Anchor Testing Machines, Metherton, S.A. Northall				
	Main Sails,	Hawser	90	8	7	7					
	Main Top Sails,	Towlines	9	5	4	4					
and		Warp									
		All of good quality.									