

IRONSHIP.

No. 1921 Survey held at London Date, First Survey 12 Feb 77 Last Survey 22 Sept 1877

On the Iron Mast Ship "Cuba" Yard Number Master W. H. Bisset

TONNAGE under Deck 2470.42 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck 144.42
 Ditto of Forecastle 70.94
 Gross Tonnage 2685.78
 Less Crew Space 186.97
 Less Engine Room
 Register Tonnage as cut on Beam 2498.81

HALF BREADTH (moulded) 20.9 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 30.1
 GIRTH of Half Midship Frame (as per Rule) 44.8
 1st NUMBER 95.8
 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet
 LENGTH 327
 2nd NUMBER 31326
 PROPORTIONS—Breaths to Length 7.9
 Depths to Length—Upper Deck to Keel 10.8
 Main Deck ditto

Built at Glasgow
 When built 1864 Launched
 By whom built J. & Mc Gregor
 Owners D. Brown
 Port belonging to London
 Destined Voyage Melbourne
 If Surveyed while Building, Afloat, or in Dry Dock. Dry dock and afloat.

LENGTH on deck as per Rule 327 Feet. Inches. BREADTH—Moulded 42 Feet. Inches. DEPTH top of Deck Beams to Upper Do. do. Main Deck Beams 30 Feet. Inches. Power of Engines Horse. N° of Decks with flat laid Two N° of Tiers of Beams Three

Dimensions of Ship per Register, length, 338.2 breadth, 42.4 depth, 27.6

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	16ths required	16ths required
KEEL, depth and thickness	13 x 3 1/2	11 x 3	13 x 3 1/2	11 x 3	8	8
KEEL, moulding and thickness	13 x 3 1/2	11 x 3	13 x 3 1/2	11 x 3	8	8
TERN-POST for Rudder do. do. for Propeller	15 x 7	11 x 3	13 x 7	11 x 3	8	8
Distance of Frames from moulding edge to moulding edge, all fore and aft	18		18			
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	6 4	10 8	6 4	10 8	8	8
REVERSED FRAMES, Angle Iron	4 3	8 7	4 3	8 7	7	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	29 12	10 12 1/2	29 12	10 12 1/2	10	9
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	8 3 1/2 3	11 9 3 1/2	8 3 1/2 3	11 9 3 1/2	9	7
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge Average space	10 4 3	11 10 1/2 8 4	10 4 3	11 10 1/2 8 4	10	8
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	8 3 1/2 3	11 10 3 1/2	8 3 1/2 3	11 10 3 1/2	10	7
KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	27 14 8 6 21 6 4 4	10 10 6 1/2 10 6 1/2 8 8 8	27 14 8 6 21 6 4 4	10 10 6 1/2 10 6 1/2 8 8 8	9	9
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	5 12	4 8 6 1/2 8	5 12	4 8 6 1/2 8	9	9
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length						
SIDE STRINGER Angle Irons						
Transoms, material. Knight-heads. Hawse Timbers. Capstan Windlass Pall Bitt						

The FRAMES extend in one length from Keel to Foremast Riveted through plates with in. Rivets, about apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to The Main and Upper 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 1/4 in. diameter, averaging ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 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 length amidships. Butts of Upper or Spar Sheerstrake, double riveted for length amidships.
 Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, double riveted for length amidships.
 Breadth of laps of plating in double riveting 5 Breadth of laps of plating in single riveting

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

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? see keelsonship section No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Surveyor's Signature, W. H. Bisset

IRON 473-0515

Workmanship. Are the butts of plating planed or otherwise fitted? *appear to be well fitted*
 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 where*
 Are the fillings between the ribs and plates solid single pieces? *Solid*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes as far as can be seen*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *appear to be well countersunk*
 Do any rivets break into or through the seams or butts of the plating? *not any seen*

Masts, Bowsprit, Yards, &c., are *Iron and Steel (new)* 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 *See tracings*

The after or Sigger Mast is wood. the others are square rigger.

2498 tons

300 fms Iron Cannon etc., 15 fms Woods.

NUMBER for EQUIPMENT 31326		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.						Bowers ...	3	44-1-11 41-3-15 37-1-24	Trotman's anchors	42	
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,						Stream ...	1	20-0-26	with Stocks	17	
	Main Top Sails,						Kedges ...	2	10-1-0 6-1-0		4 1/4	
	Standing and Running Rigging											

The Windlass is *Bow Patent* Capstan *Iron* and Rudder *and* Pumps *good (new) 2 Main, 2 Bilge one down below.*

Engine Room Skylights.—How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad 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? *Openings in Bulwarks*

Cargo Hatchways.—How formed? *properly framed*

State size Main Hatch *18ft x 19.6"* Forehatch *14ft 4 1/2 x 10ft 8"* Quarterhatch

If of extraordinary size, state how framed and secured? *10' 10" x 7' 8"*

What arrangement for shifting beams? *Good*

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. 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

General Remarks, (State quality of workmanship &c.) *This vessel has been converted from a Screw Steamer into a sailing ship with 4 masts. And she has been specially surveyed under the Rules S.S. No. 3. This case has previously occupied the attention of the Committee, and their requirements as per Sect 42 letter of the 23rd March 1874, to the Surveyors, have been carried out. Four ~~Lead~~ ^{Iron} Beams ^{9x3 1/2} have been introduced in the main hold at the lower deck, making a total of six beams. A considerable portion of the deck upper deck has been removed with lead. One strake of plating above the Bilge on both sides has been doubled for about 94.6 in length to cover unsatisfactory butts of plating, and to compensate for other butts in adjoining strakes. The space between the two Stern ports plated over and the shaft hole plugged and plated over. The masts, and Bowsprit of Iron (fourth mast excepted), and Yards of Steel, they have been made in accordance with the accompanying tracings which have been approved by the Committee as per letter to Surveyors dated 13 Feb 1877. And in addition the masts and Bowsprit have Steel angle Iron 4x4 1/2 inside. The standing rigging is Steel, Shrouds 4" and Lanyards 6", and which has been sanctioned by the Committee. The shell plating has been drilled in several places and found to correspond nearly with Builders' Section. All the Ceiling has been removed and the both surfaces of plating, powerfully chipped & beaten throughout. It is cemented from end to end. Cables ranged on deck, found free from rusting, of the best manufacture certificate of Tests as appended, from water which were admitted by the Committee prior to 1873 we therefore respectfully submit the same for favorable consideration. with a view to the 100 A1 Class State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double or part double bottom.*

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *paint*

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

The amount of the Entry Fee ... £ 5 : : is received by me,
 Special ... £ 52 : 10 : } 25th Sep 1877 H. J.
 Certificate ... - : 5 :

(Travelling Expenses) (if any) £

Committee's Minute *20th September, 1877.*

Character assigned *100 A1*

S.S. No. 3. 7th Dec 1877

* See secretary's letter of 20/9/77

Thomas Congdon
 J. W. Seccombe
 Will C. Davey
 Lloyd's Register
 Foundation