

IRON SHIP.

23166

14300 Survey held at Newcastle. Date, First Survey 27 July 1878 Last Survey 27 March 1879.
The Iron Screw Steamer "Rheubina." Master W. Gamon. No 13471

NAGE under 1265.13
Tonnage Deck 15.54
of Poop, or 66.44
of Houses 98.80
on Deck 3.31
to of Forecastle 40.34
ross Tonnage 1489.56
Crow Space 53.53
Engine Room 1436.03
er Tonnage 476.66
ut on Beam 959.37

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)... 16.75
DEPTH from upper part of Keel to top of Upper Deck Beams 22.42
GIRTH of Half Midship Frame (as per Rule) 34.75
1st NUMBER 73.92
1st NUMBER, if THREE DECKED VESSEL
LENGTH 252.58
2nd NUMBER 18670
PROPORTIONS—Breadths to Length 7.54
Depths to Length—Upper Deck to Keel 11.2
Main Deck ditto

Built at Newcastle
When built 1878-79 Launched 24 Jan 1879
By whom built Schlössinger, Davie & Co
Owners W. Y. Edwards.
Port belonging to Cardiff.
Destined Voyage New York.
If Surveyed while Building, Afloat, or in Dry Dock.
while building.

Length 252.58 Feet. Breadth 33.7 Feet. Depth 22.42 Feet. Power of Engines 180 Horse. No. of Decks with flat laid one. No. of Tiers of Beams two.

Dimensions of Ship per Register, length, 261.3 breadth, 33.7 depth, 20.7

	Inches in Ship.	Inches per Rule.
PL, depth and thickness	9 x 2 1/2	9 x 2 1/2
PL, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
RN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5
" " for Propeller	8 1/2 x 5	8 1/2 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8
Do. for 1/2 at each end	5 3 7	5 3 7
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7
LOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	23
" thickness at the ends of vessel	7	7
" depth at 3/4 the half-bdth. as per Rule	11 1/2	11 1/2
" height extended at the Bilges	46	46
BEAMS, Upper, Spar, or Awning Deck	2	2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6
Average space	48	48
BEAMS, Main, or Middle Deck	2	2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6
Average space	48	48
BEAMS, Lower Deck, Hold, or Orlop	2	2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6
Average space	48	48
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	19	12
" Rider Plate	10 3/4	12
" Bulb Plate to Intercostal Keelson	5	4
" Angle Irons	5 4 9	5 4 9
" Double Angle Iron Side Keelson	5	4
" Side Intercostal Plate	5	4
" do. Angle Irons	5 4 9	5 4 9
" Attached to outside plating with angle iron	4	3
BILGE Angle Irons	5 4 9	5 4 9
" do. Bulb Iron	2	2
" do. Intercostal plates riveted to plating for length	5 4 9	5 4 9
BILGE STRINGER Angle Irons	5 4 9	5 4 9
Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons		

Transoms, material. Knight-heads. Hawse Timbers. iron
Windlass Iron—(Emerson & Walker) Pall Bitt iron

The FRAMES extend in one length from keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend across middle line to Lower Deck and to 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 1/4 in. diameter, averaging 5 5/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 to 3 3/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 to 3 3/4 ins. from centre to centre.
Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/16" thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 to 3 3/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 to 3 3/4 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 3/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double.
Waterway, how secured to Beams iron riveted (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Ends turned; knees welded. No. of Breasthooks, 6 Crutches, 4
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles—(Dorman, Long & Co.)
Manufacturer's name or trade mark, Plates—Consett Malleable Iron Co.

The above is a correct description.
Builder's Signature, Schlössinger, Davie & Co. Surveyor's Signature,
Surveyor to Lloyd's Register of British and Foreign Shipping

1804483-0511

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? *yes*
 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*

23166 Iron

Masts, Bowsprit, Yards, &c., are 2 of iron; one of pine in *good* condition, and sufficient in size and length. If of Iron or Steel give 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. *Length of fore mast (of iron) 73 feet - diameter 22 3/4". Length of main mast 64 feet - diameter 20". Two plates in the round - plates 6 1/2" & 5 1/2" thick - doubled at wedging and at bounds - edges double riveted - butt straps treble riveted and double riveted - Manufacturer of iron - Corsett Iron Co. The mizen mast is of pitch pine.*

NUMBER for EQUIPMENT 20537

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
one	Fore Sails,	Chain	270	1 1/2	51 1/4	270 - 1 1/2	51 1/4	Bowers	3	28-3-0	27-13-3-0	27 3/4	26 1/2
one	Fore Top Sails,	R. J. Tipton	6 1/2	1 1/2	71 3/4		71 3/4			28-0-0	27-2-2-0	27 3/4	26 1/2
one	Fore Topmast Stay Sails	6 1/2	1 1/2	13 1/2	75-1 1/2					23-3-21	23-17-2-0	23 1/2	23 1/2
one	Main Sails,	Imp Strm Cbl	75	1 1/2	27	90-11"	90-11"						
one	Main Top Sails,	Hawser ...	90	10 1/2"		90-10 1/2"	90-10 1/2"						
one		Towlines ...	90	8 1/2"		90-10 1/2"	90-10 1/2"						
one		Warp ...	90	7 1/2"		90-6 1/2"	90-6 1/2"						
one		quality good	90	5 1/2"									

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *two* long Boats and *three* others. The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Of teak* How secured in ordinary weather? *bolted down.*

What arrangements for deadlights in bad weather? *Bulls' eyes in solid shutters.*

Coal Bunker Openings.—How constructed? *Iron casting* How are lids secured? *by studs* Height above deck? *10"*

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

Cargo Hatchways.—How formed? *Plates & angles.*

State size Main Hatch *20' x 10'* Forehatch *12' x 10'* Quarterhatch *20' x 10'*

If of extraordinary size, state how framed and secured? *Ordinary size.*

What arrangement for shifting beams? *Deep shifting web plate at Main Hatch; also at After Hatch; shifting bulk beam at fore hatch.*

Hatches, If strong and efficient? *strong and efficient.*

Order for Special Survey No. *1276*

Date *5 July 1878*

Order for Ordinary Survey No. *—*

Date *—*

No. *95* in builder's yard.

1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>1078 July 31. Aug 6. 7. 13. 21. 22. 29. Sep 6.</i>
2nd.	On the plating during the process of riveting	<i>11. 18. 19. 23. Oct 2. 9. 15. 25. 29. Nov 1. 11</i>
3rd.	When the beams were in and fastened, and before the decks were laid....	<i>14. 18. 20. Dec 3. 12. 23. 31. 1879 Jan 7.</i>
4th.	When the ship was complete, and before the plating was finally coated or cemented..	<i>10. 16. 20. Feb 10. 12. 20. 27. March 3. 4. 6.</i>
5th.	After the ship was launched and equipped	<i>11. 13. 17. 22. 27.</i>

General Remarks (State quality of workmanship, &c.)

This is a vessel having one deck and two tiers of beams and has been built in accordance with the Rules.

She has a forecastle 36 feet in length and a poop 37 feet in length. There is a ballast tank in the after hold 76 feet in length. The ballast tank has been tested by a head of water to the height of the load line. The quality of the workmanship is good throughout.

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

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

I am of opinion this Vessel should be Classed *100 A. 1*

The amount of *entry fee* ... is received by me, *T. Spring*

on *1436* ... *Special* ... *1879*

Certificate ...

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

Committee's Minute

15th April 1879.

Character assigned

100A

DBW dble bth

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