

IRON SHIP.

No. 4167 Survey held at Stockton Date, First Survey 4th Sept 78 Last Survey 5th April 1879On the Screw Steamer "Cymbeline" Master Joseph

TONNAGE under } 1169.79 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Tonnage Deck }
 Ditto of Thin Spar, } 108.19 SPAR, OR AWNING DECKED VESSEL.
 or Thin Spar, }
 Ditto of Thin Spar, } 73.74 HALF BREADTH (moulded) 16.0 Feet.
 Raised Qr. Dk. }
 Ditto of Houses } 3.04 DEPTH from upper part of Keel to top of Upper Deck Beams 20.3
 on Deck }
 Ditto of Forecastle } 29.06 GIRTH of Half Midship Frame (as per Rule) 32.8
 Gross Tonnage } 1384.38 1st NUMBER 68-11
 Less Crew Space } 43.98 1st NUMBER, if a THREE-DECKED VESSEL
 Less Engine Room } 443.96 [deduct 7 feet
 Register Tonnage } 899.42 LENGTH 246.5
 as cut on Beam } 2nd NUMBER 16994
 PROPORTIONS—Breadths to Length Under Eight
 Depths to Length—Upper Deck to Keel Under Thirteen
 Main Deck ditto

Built at Stockton
 When built 1879 Launched 23rd Feb.
 By whom built Richardson & Co.
 Owners S. Dearman & Co.
 Port belonging to Hull
 Destined Voyage Genoa
 If Surveyed while Building, Afloat, or in Dry Dock.
Special Survey during building

LENGTH on deck as per Rule ... 246 Feet. 7 Inches. BREADTH Moulded ... 32 Feet. - Inches. DEPTH top of Floors to Upper Deck Beams ... 19 Feet. 6 Inches. Do. do. Main Deck Beams ... 18 Feet. 6 Inches. Power of Engines ... 150 Horse. No. of Decks with flat laid one. No. of Tiers of Beams two.

Dimensions of Ship per Register, length 246.5 breadth, 32.25 depth, 18.5

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness ...		
STEM, moulding and thickness...	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>
STERN-POST for Rudder do. do.	<u>8 1/2 x 5</u>	<u>8 1/2 x 5</u>
" " for Propeller ...	<u>24</u>	<u>24</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	<u>24</u>	<u>24</u>
FRAMES, Angle Iron, for 1/2 length amidships ...	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>
Do. for 1/2 at each end ...	<u>4 1/2 x 3</u>	<u>4 1/2 x 3</u>
REVERSED FRAMES, Angle Iron ...	<u>3 x 3</u>	<u>3 x 3</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	<u>21 x 8</u>	<u>21 x 8</u>
" thickness at the ends of vessel ...	<u>16</u>	<u>16</u>
" depth at 3/4 the half-bdth. as per Rule ...	<u>42</u>	<u>42</u>
" height extended at the Bilges ...	<u>5 1/2 x 3</u>	<u>5 1/2 x 3</u>
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron ...	<u>3 x 3</u>	<u>3 x 3</u>
Single or double Angle Iron on Upper edge ...	<u>24 x 48</u>	<u>24 x 48</u>
Average space ...	<u>24 x 48</u>	<u>24 x 48</u>
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron ...	<u>9 x 9</u>	<u>9 x 9</u>
Single or double Angle Iron, on Upper Edge ...	<u>4 x 3 1/2</u>	<u>4 x 3 1/2</u>
Average space ...	<u>4 x 3 1/2</u>	<u>4 x 3 1/2</u>
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron ...	<u>9 x 9</u>	<u>9 x 9</u>
Single or double Angle Iron on Upper Edge ...	<u>4 x 3 1/2</u>	<u>4 x 3 1/2</u>
Average space ...	<u>4 x 3 1/2</u>	<u>4 x 3 1/2</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...	<u>13 x 8</u>	<u>13 x 8</u>
" Rider Plate ...	<u>10 1/4 x 4</u>	<u>10 1/4 x 4</u>
" Bulb Plate to Intercoastal Keelson ...	<u>5 x 4</u>	<u>5 x 4</u>
" Angle Irons ...	<u>23 x 8</u>	<u>23 x 8</u>
" Double Angle Iron Side Keelson ...	<u>5 x 4</u>	<u>5 x 4</u>
" Side Intercoastal Plate ...	<u>5 x 4</u>	<u>5 x 4</u>
" do. Angle Irons ...	<u>5 x 4</u>	<u>5 x 4</u>
" Attached to outside plating with angle iron ...	<u>5 x 4</u>	<u>5 x 4</u>
BILGE Angle Irons ...	<u>5 x 4</u>	<u>5 x 4</u>
" do. Bulb Iron ...	<u>7 1/2 x 7</u>	<u>7 1/2 x 7</u>
" do. Intercoastal plates riveted to plating for length ...	<u>5 x 4</u>	<u>5 x 4</u>
BILGE STRINGER Angle Irons ...	<u>5 x 4</u>	<u>5 x 4</u>
Intercoastal plates riveted to plating for length ...	<u>5 x 4</u>	<u>5 x 4</u>
SIDE STRINGER Angle Irons ...	<u>5 x 4</u>	<u>5 x 4</u>

Transoms, material. Knight-heads. Hawse Timbers. HowVindlass Harfield Pall Bitt HowThe FRAMES extend in one length from Ballast tanks as per section to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of Hold Beam Stringer and to Gunwale alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 3 1/8 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 4 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.Butts of thin 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 4 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 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 5/4 Breadth of laps of plating in single rivetingButt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? Angle properly shifted & strapped

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

Beams of the various Decks, how secured to the sides? With Welded & Bracket Irons riveted No. of Breasthooks, Four Crutches, HowWhat description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? West March, BowfieldManufacturer's name or trade mark, Hopkins & Stockton Malleable Co

The above is a correct description.

Builder's Signature, Richardson & Co. Surveyor's Signature, Wm Davidson

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

120681-0047

Workmanship. Are the butts of plating planed or otherwise fitted? *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*
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? *Yes Several in Butts at same riveting*

Masts, Bowsprit, Yards, &c., are *Pine* in *good* 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Complete List	SAILS.	CABLES, &c.					Bowers	3	26.2.0	26.0.0.0	25.2.0	25 3/4 6
	Fore Sails,	Chain							35.0.32	24.19.1.6	25.2.0	25 3/4 6
	Fore Top Sails,	<i>Wetherston Paving House</i>							21.6.0	22.3.3.0	21.3.20	22 3/4 20
	Fore Topmast Stay Sails	<i>24 Lewis Sept 6 1878</i>										
	Main Sails,	<i>Hampton Strm Cbl</i>										
	Main Top Sails,	<i>Hawser 8.2</i>										
and other as req'd		<i>Towlines</i>					Stream	1	8.3.14	11.0.0.0	8.2.0	10 12/20
		<i>Warp 2</i>					Kedges	2	4.2.20	7.2.2.0	4.2.0	6 12/20
		<i>quality good</i>							2.2.25	5.5.0.0	2.1.0	4 12/20

Standing and Running Rigging *Wire Hemp & Manilla* sufficient in size and *good* in quality. She has *Two* Long Boats and *Two* others
The Windlass is *4 Harefelds* Capstan *Iron* and Rudder *Good* Pumps *Good*
Engine Room Skylights.—How constructed? *Leak & Bulls eyes* How secured in ordinary weather? *Hinges*
What arrangements for deadlights in bad weather? *Lar pauling*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Stitch bottom* Height above deck? *15 1/2"*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *But ports each side mooring pipes Gangways & Scuppers*
Cargo Hatchways.—How formed? *Iron*
State size Main Hatch *23' 9" x 10' 2" deep* Forehatch *12' x 8'* Quarterhatch *30' x 10'*
If of extraordinary size, state how framed and secured? *Two deep web plates and fore and aft 9 x 6 1/2" Oak*
What arrangement for shifting beams? *at main Hatch, deep web plate at aft hatch & fore & aft*
Hatches, If strong and efficient? *Yes Solid 3"*

Order for Special Survey No. <i>708</i>	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	Special Survey
Date <i>6th Sept 1878</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....	
Date		4th. When the ship was complete, and before the plating was finally coated or cemented.	
No. <i>252</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Good*
Is finished in accordance with the midship section and elevation plans submitted. The iron main deck extending to after engine room Bulkhead & properly shifted at after hold. Ballast tanks tested to load line.
Robert Davidson

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of *25 1/2* fore, fore-castle, or raised quarter deck, and the length of *7 1/4* double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *With Cement & Paint* Outside *With Paint*

I am of opinion this Vessel should be Classed *100 A1*
The amount of the Entry Fee ... £ *5* : - : - is received by me, *Mr Davidson*
Special ... £ *58* : *11* : *6* *8th April 1879*
Certificate ... : : :
(Travelling Expenses, if any, £).

Committee's Minute *10th April, 1879.*
Character assigned *100 A1*
Are p. dob 60 x 100 ft
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