

IRON SHIP. 23904

No. 34 Survey held at Stockton Date, First Survey 9th Jan'y Last Survey 9th July 1879
 On the Steamer "Cymene" Master E. Hall 16.30

TONNAGE under 1384.05 ONE OR TWO DECKED, THREE DECKED VESSEL.
 Tonnage Deck 1384.05
 Ditto of Third, Spar, or Awning Deck. 55.59
 Ditto of Poop, or 3.64
 Ditto of Houses 23.90
 on Deck 38.20
 Ditto of Forecastle 3.84
 Gross Tonnage 1509.28
 Less Crew Space 52.21
 Net Tonnage 1457.07
 Less Engine Room 482.97
 Register Tonnage 974.10
 as cut on Beam

SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 16.5
 DEPTH from upper part of Keel to top of Upper Deck Beams 33.9
 GIRTH of Half Midship Frame (as per Rule) 36.2
 1st NUMBER 76.4
 1st NUMBER, if a THREE-DECKED VESSEL 169.14
 [deduct 7 feet] 162.14
 LENGTH 243.7
 2nd NUMBER 16888
 PROPORTIONS—Breadths to Length Underline 1/2
 Depths to Length—Upper Deck to Keel Underline 1/2
 Main Deck ditto Underline 1/2

Built at Stockton
 When built 1879 Launched 5th Jan
 By whom built W. Pearce & Co.
 Owners A. Blake & Co.
 Port belonging to London
 Destined Voyage Mediterranean
 If Surveyed while Building, Afloat, or in Dry Dock. Special Survey during Building

LENGTH on deck as per Rule 243.7 BREADTH Moulded 32.10 DEPTH top of Floors to Upper Deck Beams 22.0 Do. do. Main Deck Beams 18.0 Power of Engines 140 Horse. 140 N^o. of Decks with flat laid Two N^o. of Tiers of Beams Three

Dimensions of Ship per Register, length 245 breadth 33.05 depth, 22

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do.	9 x 4 3/4	8 1/2 x 5
" " for Propeller	24	(Class 24, 100A)
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21 x 9	21 x 9
" thickness at the ends of vessel	10 1/2	10 1/2
" depth at 1/2 the half-bdth. as per Rule	42	42
" height extended at the Bilges	5 1/2 x 3	5 1/2 x 3
BEAMS, Upper, Spar, or Awning Deck	5 1/2 x 3	5 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2 x 3	8 1/2 x 3
Single or double Angle Iron on Upper edge	24	24
Average space	5 1/2 x 3	5 1/2 x 3
BEAMS, Main, or Middle Deck	5 1/2 x 3	5 1/2 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2 x 3	8 1/2 x 3
Single or double Angle Iron on Upper edge	24	24
Average space	5 1/2 x 3	5 1/2 x 3
BEAMS, Lower Deck, Hold, or Orlop	9 x 3	9 x 3
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2 x 3	8 1/2 x 3
Single or double Angle Iron on Upper edge	4 x 3 1/2	4 x 3 1/2
Average space	17 x 12	17 x 12
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	10 3/4 x 12	10 3/4 x 12
" Rider Plate	5 x 4	5 x 4
" Bulb Plate to Intercoastal Keelson	18 x 8	18 x 8
" Angle Irons	5 x 4	5 x 4
" Double Angle Iron Side Keelson	5 x 4	5 x 4
" Side Intercoastal Plate	5 x 4	5 x 4
" do. Angle Irons	3 x 3	3 x 3
" Attached to outside plating with angle iron	5 x 4	5 x 4
BILGE Angle Irons	5 x 4	5 x 4
" do. Bulb Iron	8 x 8	8 x 8
" do. Intercoastal plates riveted to plating for length	5 x 4	5 x 4
BILGE STRINGER Angle Irons	5 x 4	5 x 4
Intercoastal plates riveted to plating for 1/2 length	9 1/2 x 5	9 1/2 x 5
SIDE STRINGER Angle Irons		

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Emerson & Wallen Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 7/8 in. Rivets, about 4 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of main deck and to Gunnwale 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 1/8 in. diameter, averaging 5 1/2 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 three 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 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? And how properly shifted straps and riveted
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, Five Crutches, None
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton Malleable Coy.

Manufacturer's name or trade mark, Bowenfield & Garton's Malleable Coy.

The above is a correct description.

Builder's Signature, M. PEARSE & CO Surveyor's Signature, M. Pearson Lloyd's Register

Surveyor to Lloyd's Register of British and Foreign Shipping

IRON 186 - 0101

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 the seams at Butt riveting*

Masts, Bowsprit, Yards, &c., are *Iron & 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
Foremast Length 44 feet Diameter 23" as per approved plan
Mainmast 68 " " " " "
Bowsprit Iron fitted Cold

NUMBER for EQUIPMENT		18546	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.
N ^o .	SAILS.	CABLES, &c.	240	1 1/2	51.5-0.0	240. 1 1/2	47 1/10	Bowers	1	28-3-21	24.17-2.0	25-2-0	25 3/4 lbs
	Fore Sails,	Chain							1	24-2-0	26-15-0.0	25-2-0	25 3/4 lbs
	Fore Top Sails,								1	24-0-0	23-17-2.0	21-2-20	22 3/4 lbs
	Fore Topmast Stay Sails	<i>Swedish Proving House 34 May 1879</i>											
	Main Sails,	<i>Strm Cbl</i>	75	1 1/6	20.3/10	75-1	18 lbs						
	Main Top Sails,	<i>Hawsers 20g...</i>	90	7/8		90. 10		Stream	1	9-0-0	11-2-2.0	8-2-0	10 3/20
	and other rigging	<i>Towlines</i>	20	10		90. 11		Kedges	1	4-3-7	7-5-0.0	4-1-0	6 1/20
		<i>Warps 20g...</i>	120	5 1/2		90. 6							
		<i>quality good</i>	80	3 1/2									

Standing and Running Rigging *One Hemp Manila* sufficient in size and *good* in quality. She has *two* Long Boats and *two* others

The Windlass is *Emerson & Co* Capstan *Iron* and Rudder *Iron* Pumps *Iron*

Engine Room Skylights.—How constructed? *Leak and Bull Eyes* How secured in ordinary weather? *Slide rods & Hinges*

What arrangements for deadlights in bad weather? *Tarpaulings*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatch bars* Height above deck? *2 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Seven ports mooring pipes and scuppers on each side*

Cargo Hatchways.—How formed? *Iron rounded corners*

State size *Main Hatch 24 x 11* Forehatch *8 x 6* *after Quarterhatch 24 x 11*

If of extraordinary size, state how framed and secured? *Main and after Hatch two deep web plates and*

What arrangement for shifting beams? *Three fore & after*

Hatches, If strong and efficient? *Yes Solid 2 3/4 thick*

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

Is furnished with Poop and Topgallant Forecastle in accordance with the Erection plan and midship section submitted and approved herewith returned. Double Stanchions have been fitted in Hold for all fore & aft. The double bottom tested to the load line as required by the Rules
McDavidson

M. PEARSE & CO
W. S. Fowler

State if ~~one, two, or three~~ *two* decked vessel, or if ~~open, or running~~ *closed*; and the lengths of poop, fore-castle, or raised quarter deck, and the length of 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 A 1*

The amount of the Entry Fee ... £ *5* : - : - is received by me, *MD*

Special ... £ *61* : 8 : 6 *15th July 1879*

Certificate ... : : : *MD*

(Travelling Expenses, if any, £ ...)

Committee's Minute *18th July, 1879.*

Character assigned *100 A 1* *2 Iron Hds 2 Iron Hds*

MD *3 Iron Hds*

MD