

# IRON SHIP.

22nd FEB. 1883

No. 5106 Survey held at *Middlesbro'* Date, First Survey 20<sup>th</sup> July 1882 Last Survey 14<sup>th</sup> February 1883  
On the *S.S. "Gybarra" N<sup>o</sup> 4*

TONNAGE under Tonnage Deck	2224.41	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Master <i>Blas Oters</i>
Ditto of Third, Span, or Awning Deck		SPAR, OR AWNING-DECKED VESSEL.	Built at <i>Middlesbro'</i>
Ditto of Poop, or Raised Or. Dk.			When built 1882 Launched 23 <sup>rd</sup> Dec.
Ditto of Houses on Deck	5.55	Half Breadth (moulded) ... ..	By whom built <i>Raylton Dixon &amp; Co.</i>
Ditto of Forecastle Houses	11.44	Depth from upper part of Keel to top of Upper Deck Beams	Owners <i>Gybarra Hermanos &amp; Co.</i>
Gross Tonnage	2244.40	Girth of Half Midship Frame (as per Rule) ... ..	Residence <i>Bilbao, Spain</i>
Less Crew Space	84.51	1st Number ... ..	Port belonging to <i>Bilbao</i>
Less Engine Room	418.30	1st Number, if a 3 Decked Vessel ... ..	Destined Voyage <i>Bilbao</i>
Register Tonnage as cut on Beam	1441.89	Length ... ..	Surveyed while Building <i>Afloat, or in Dry Dock</i>
		2nd Number ... ..	
		Proportions— Breadths to Length ... ..	
		Depths to Length—Upper Deck to Keel ... ..	
		Main Deck ditto ... ..	

LENGTH on deck as per Rule ...	268	6	BREADTH— Moulded ...	39	0	DEPTH top of Floors to Upper Deck Beams ...	26	0	Power of Engines ...	200	Horse.	N <sup>o</sup> . of Decks with flat laid	Two	N <sup>o</sup> . of Tiers of Beams	Three
						Do. do. Main Deck Beams ...	18	9							

Dimensions of Ship per Register, length, 240.4 breadth, 39.35 depth, 25.9															
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2													
STEM, moulding and thickness ...	9 x 2 1/2	9 x 2 1/2													
TERN-POST for Rudder do. do. ...	9 x 5	9 x 5													
" " for Propeller ...	9 x 5	9 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 4	5 3 4													
REVERSED FRAMES, Angle Iron ...	3 1/2 3 8	3 1/2 3 8													
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	38 1/2	6													
" thickness at the ends of vessel ...	As per Section														
" depth at 1/2 the half-bdth. as per Rule ...	As per Section														
" height extended at the Bilges ...	As per Section														
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	6 3 10	6 1/2 3 9													
Single or double Angle Iron on Upper edge ...	48	48													
Average space ...	6 3 9	6 3 9													
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	6 3 9	6 3 9													
Single or double Angle Iron on Upper Edge ...	24	24													
Average space ...	10 1/2	10 10 1/2													
BEAMS, Lower Deck— Single or double Ang. Iron, Plate or Tee Bulb Iron	4 1/2 4 9	4 1/2 4 9													
Single or double Angle Iron on Upper Edge ...	As per elevation	8 1/2 frame													
Average space ...															
BEAMS, Hold, or Orlop— Single or double Ang. Iron, Plate or Tee Bulb Iron															
Single or double Angle Iron on Upper Edge ...															
Average space ...															
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ...															
" Rider Plate ...															
" Bulb Plate to Intercoastal Keelson ...															
" Angle Irons ...															
" Double Angle Iron Side Keelson ...															
" Side Intercoastal Plate ...															
" do. Angle Irons ...															
" Attached to outside plating with angle iron ...															
BILGE Angle Irons ...															
" do. Bulb Iron ...															
" do. Intercoastal plates riveted to plating for length ...															
BILGE STRINGER Angle Irons ...	5 1/2 4 9	5 1/2 4 9													
Intercoastal plates riveted to plating for half length ...	8	8													
SIDE STRINGER Angle Irons ...															

The FRAMES extend in one length from *tank side to tank side & tank side to gunwale* Riveted through plates with  $\frac{3}{8}$  in. Rivets, about  $\frac{1}{4}$  apart.  
The REVERSED ANGLE IRONS on floors and frames extend *from the middle line to top of H. beam str. a. 1 and to mid. str. a. 1 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  $\frac{1}{8}$  in. diameter, averaging  $5\frac{7}{8}$  ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{3}{8}$  in. diameter, averaging  $3\frac{1}{2}$  ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{3}{8}$  x  $\frac{3}{4}$  in. diameter averaging  $3\frac{1}{2}$  ins. from centre to centre.  
" Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps  $\frac{3}{8}$  thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets  $\frac{3}{8}$  in. diameter, averaging  $3\frac{1}{2}$  ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{3}{8}$  x  $\frac{3}{4}$  in. diameter, averaging  $3\frac{1}{2}$  ins. from cr. to cr.  
" Edges of Main Sheerstrake, double & single riveted. Upper Sheerstrake, double or single riveted.  
" Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
" Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
" Butts of Main Stringer Plate, treble riveted for half length amidships.  
" Breadth of laps of plating in double riveting *6 Dias* Breadth of laps of plating in single riveting  $3\frac{1}{4}$  x  $2\frac{1}{2}$   
Butt Straps of Keelsons, Stringer and Tie Plates, treble or double or single Riveted? *Yes* No. of Breasthooks, *Eight* Crutches, *Four*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
Manufacturer's name or trade mark, *Dorman, Long & Co., and Bolekow, Vaughan & Co.*  
The above is a correct description.  
Builder's Signature, *RAYLTON DIXON & CO.* Surveyor's Signature, *J. Thomson* Surveyor to Lloyd's Register of British and Foreign Shipping.



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 in the butts.*

Masts, Bowsprit, Yards, &c., are *Iron & pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings 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 Material and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. *Fore mast 80'-10" x 24 1/2", plates 7/8 & 9/8. Main mast 70'-3" x 21 1/2", plates 7/8 & 5/8. Three plates in the round; doubled at partners; seams double riveted; butt straps 7/8 thicker than plates, treble riveted above and double riveted below partners. Plates tested as per rule. Makers of iron, Stockton, Malleable Iron Co.*

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight, Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
Fore Sails,	Chain .....	240	1 3/8	59 1/2	240.13	20 <sup>th</sup> Dec 82	Bower Anchors	4541	32-3-14	30-15-2-14	32-0-0	20 <sup>th</sup> Dec
Fore Top Sails,	Iron Stream Chain	75	1 1/8	22 3/4	75.18	18 <sup>th</sup>		4540	32-1-14	30-8-0-14	32-0-0	20 <sup>th</sup>
Fore Topmast Stay Sails,	or Steel Wire ..											
	or Hompon Strum											
	Cable .....											
	Towlines Hompon											
Main Sails,	Steel Wire 2	120	4	33	90.4		Stream Anchor	4595	10-3-4	12-15-1-4	10-2-0	24 <sup>th</sup> Dec
Main Top Sails,	Hawser .....	90	9 1/2		90.9 1/2		Kedge	4528	5-1-14	4-16-1-0	5-1-0	8 <sup>th</sup> Dec
and	Warp .....	90	7 1/2		90.7 1/2		2nd Kedge	4594	2-2-4	5-5-0-0	2-2-0	24 <sup>th</sup>
	quality <i>Good</i>	80	5									

Standing and Running Rigging *1. wire & hump* sufficient in size and *good* in quality. She has *2* Life Long Boats and *2* others

The Windlass is *Harfield & Co's* Capstan *good* and Rudder *good* Pumps *4* hand — *Good*

Engine Room Skylights.—How constructed? *Iron comings, wood skylight* How secured in ordinary weather? *By slide bars*

What arrangements for deadlights in bad weather? *Solid shutters, fitted with bulls eyes.*

Coal Bunker Openings.—How constructed? *Iron comings* How are lids secured? *By hatch bars* Height above deck? *23 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Flush deck — no bulwarks.*

Cargo Hatchways.—How formed? *Of plates and angles, fitted in the usual manner.*

State size Main Hatch *24'-0" x 13'-0"* Fore hatch *16'-0" x 11'-0"* Quarter hatch *24'-0" x 13'-0"*

If of extraordinary size, state how framed and secured? *In each of the two large hatchways 2 deep web plates and 3 ft*

What arrangement for shifting beams? *8 afters; in the fore hatch 1 shifting beam and 3 fore and afters.*

Hatches, If strong and efficient? *Solid 3-pine.*

Order for Special Survey No. <i>998</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	<i>First Survey 20<sup>th</sup> July 1882.</i>
Date <i>25<sup>th</sup> Nov. 1881</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid....	
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>210</i> in builder's yard.		5th. After the ship was launched and equipped	
		<i>Last Survey 14<sup>th</sup> February 1883.</i>	

General Remarks (State quality of workmanship, &c.) *Workmanship and material good.*

*This vessel has been built in accordance with the enclosed tracings, the Secretary's letters of the 3<sup>rd</sup> & 14<sup>th</sup> August and 4<sup>th</sup> November 1882, and in conformity with the rules for the contemplated class.*

*Has a cellular double bottom all fore and aft, and the fore and after peaks are fitted as trimming tanks.*

*All the tanks have been tested by a head of water equal to the extreme draught of water of the vessel and found efficient.*

*The load line as painted on the vessel's side is 19'-4" from underside keel; the freeboard from top of main deck stringer plate is 2'-5" and from top of awning deck is 9'-10 1/2".*

*RAYLTON DUNN & Co.*  
*J. H. Dixon*

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form)

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

I am of opinion this Vessel should be Classed *100 Ft. 1. Awning deck.*

The amount of the Entry Fee ... £ 5 : : : is received by me, *J. H. Dixon*

Special ... £ 99 : : : 17.2.1883.

Certificate ... : : : (to be sent as per margin).

(Travelling Expenses, if any, £ : : :).

Committee's Minute *Tuesday 27th February 1883.*

Character assigned *100A*

*Lloyd's Register Foundation*