

IRON SHIP.

22nd FEB BOX CASE FEB 1883

No. 5106 Survey held at Middlesbro Date, First Survey 20th July 1882 Last Survey 14th February 1883

On the S.S. "Gybarra No 4"

TONNAGE under Tonnage Deck } 2224.41
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Poop, or Raised Or Deck }
 Ditto of Houses on Deck } 5.55
 Ditto of Forecastle, Hatches, &c. } 11.44
 Gross Tonnage } 2244.40
 Less Crew Space } 84.51
 Less Engine Room } 418.30
 Register Tonnage as cut on Beam } 1441.89

~~ONE, OR TWO DECKED, THREE DECKED VESSEL,~~
~~SPAR, OR AWNING-DECKED VESSEL.~~
 Half Breadth (moulded) 19.50
 Depth from upper part of Keel to top of Main Deck Beams 22.00
 Girth of Half Midship Frame (as per Rule) 38.25
 1st Number 49.45
 1st Number, if a 3 Decked Vessel 7 feet
 Length 268.5
 2nd Number 214.12
 Proportions— Breadths to Length 6.88
 Depths to Length— Upper Deck to Keel
 Main Deck ditto 12.20

Master Blas Otero
 Built at Middlesbro
 When built 1882 Launched 23rd Dec
 By whom built Raylton Dixon & Co.
 Owners Gybarra Hermanos & Co.
 Residence Bilbao, Spain
 Port belonging to Bilbao
 Destined Voyage Bilbao
 Surveyed while Building Afloat, or in Dry Dock

Official Number

LENGTH on deck as per Rule ... 268 6 BREADTH Moulded ... 39 0 DEPTH top of Floors to Upper Deck Beams ... 26 0 Do. do. Main Deck Beams ... 18 9 Power of Engines ... 200 Horse. No. of Decks with flat laid Two No. of Tiers of Beams Three

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 5	9 x 5	9 x 5	9 x 5
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 5	9 x 5	24	24		
TERN-POST for Rudder do. do.	9 x 5	9 x 5	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 3/4 length amidships	5 3 8	5 3 8	5 3 4	5 3 4				
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	3 8 1/2	6						
" thickness at the ends of vessel								
" depth at 3/4 the half-bdth. as per Rule								
" height extended at the Bilges								
BEAMS, Upper, Spar, or Awning Deck	6 3 10	6 1/2 3 9						
Single or double Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge								
Average space	48	48						
BEAMS, Main, or Middle Deck	6 3 9	6 3 9						
Single or double Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron, on Upper Edge								
Average space	24	24						
BEAMS, Lower Deck	10 1/2	10 10 1/2	10 10 1/2	10 10 1/2				
Single or double Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge	4 1/2 4 9	4 1/2 4 9						
Average space	As per elevation	8 1/2 frame						
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 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								
BILGE Angle Irons								
" do. Bulb Iron								
" do. Intercostal plates riveted to plating for length								
BILGE STRINGER Angle Irons	5 1/2 4 9	5 1/2 4 9						
Intercostal plates riveted to plating for half length								
SIDE STRINGER Angle Irons								

The FRAMES extend in one length from tank side to tank side & tank side to gunwale Riveted through plates with 3/8 in. Rivets, about 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. h. str. a. 2 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 1/8 in. diameter, averaging 5 7/8 ins. from centre to centre.
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 " Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 3/8 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 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 1/4 & 2 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.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

Form No. 1 for Iron Ships—100—24/5/83

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 40'-3" x 21 1/2", plates 9/8 & 5/8. Three plates in the round; doubled at partners; sea 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.*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
	Fore Sails,	Chain	240	1 3/8	59 1/2	240.13	20 th Dec. 82	Bower Anchors	4541	32-3-14	30-15-2-14	32-0-0	20 th Dec
	Fore Top Sails,	Iron Stream Chain	75	1 1/8	22 3/4	75.18	18 th		4540	32-1-14	30-8-0-14	32-0-0	20 th
	Fore Topmast Stay Sails,	or Steel Wire	Tested at low Walker by R. Burrell										
	Main Sails,	or Hompon Strung Cable	Tested at low Walker by R. Burrell										
	Main Top Sails,	Towlines	120	4	33	90.4		Stream Anchor	4595	10-3-4	12-15-1-4	10-2-0	24 th Dec
	and	Hawser	90	9 1/2		90.9 1/2		Kedge	4528	5-1-14	4-16-1-0	5-1-0	8 th Dec
		Warp	90	7 1/2		90.7 1/2		2nd Kedge	4594	2-2-4	5-5-0-0	2-2-0	24 th
		quality	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"* **Forehatch** *16-0" x 11-0"* **Quarterhatch** *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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
998	25 th Nov. 1887			210		On the several parts of the frame, when in place, and before the plating was wrought		When the beams were in and fastened, and before the decks were laid....	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped

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 3rd & 14th August and 7th 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 entire 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 DEAN & Co.
J. H. Dean

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, 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. Dean*
 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 *100 Ft. 1. Awning deck*
J. H. Dean
3 Dec 1883

