

IRON SHIP.

(Received at London Office,

4 MAY. 88

1888

No. 4867 Survey held at Bristol

Date, First Survey Sept. 5th 1884Last Survey 3rd May

On the Iron Barque "Phyllis"

TONNAGE under Tonnage Deck 898-0

Ditto of Third, Spar, or Awning Deck 43-06

Ditto of Poop, or Raised Qr. Dk. 25-15

Ditto of Houses on Deck 44

Ditto of Forecastle 44

Gross Tonnage 968-65

Less Crew Space 34-78

Less Engine Room

Register Tonnage as cut on Beam 931-84

ONE OR TWO DECKED, THREE DECKED VESSEL, SPIT, OR THREE DECKED VESSEL.

Half Breadth (moulded) 16-25

Depth from upper part of Keel to top of Upper Deck Beams 21-50

Girth of Half Midship Frame (as per Rule) 33-15

1st Number 70-9

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 195

2nd Number 13825

Proportions— Breadths to Length 6

Depths to Length— Upper Deck to Keel 9

Main Deck ditto

Master Raymond 88-88

Built at Bristol

When built 1884-1888 Launched 17th March 1884

By whom built Messrs C. Hill & Sons

Owners Messrs C. Hill & Sons

Residence Albion Dockyard Bristol

Port belonging to Bristol

Destined Voyage Bullbourne

If Surveyed while Building, Afloat, or in Dry Dock.

While Building in dock & afloat

LENGTH on deck as per Rule 195 0 BREADTH Moulded 32 6 DEPTH top of Floors to Upper Deck Beams 19 8 1/2 Power of Engines 1 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 204.5 breadth, 12.65 depth, 19.45 Depth Moulded 20' 10"

KEEL, depth and thickness 8 x 2 3/8 Inches in Ship. Inches per Rule. 8 x 2 3/8

STEM, moulding and thickness 7 1/2 x 2 3/8 7 1/2 x 2 3/8

STERN POST for Rudder do. 7 1/2 x 2 3/8 7 1/2 x 2 3/8

" " for Propeller 23 23

Distance of Frames from moulding edge to moulding edge, all fore and aft 23 (Class 100A)

FRAMES, Angle Iron, for 1/2 length amidships 4 1/2 3 7 4 1/2 3 7

Do. for 1/4 at each end 4 1/2 3 7 4 1/2 3 7

REVERSED FRAMES, Angle Iron 3 3 7 3 3 7

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 2 1/2 9 2 1/2 9

" thickness at the ends of vessel 11 8-7 10 3 8-7

" depth at 1/4 the half-bdth. as per Rule 11 43

" height extended at the Bilges 43 43

BEAMS, Upper, Spar, or Awning Deck 7 1/2 7 7 1/2 7

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 6 3 3 6

Single or double Angle Iron on Upper Edge 46 46

Average space 46 46

BEAMS, Main, or Middle Deck 8 8 8 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 6 3 3 6

Single or double Angle Iron on Upper Edge 46 46

Average space 46 46

BEAMS, Hold, or Orlop 8 8 8 8

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 6 3 3 6

Single or double Angle Iron on Upper Edge 46 46

Average space 46 46

KEELSONS Centre line, single or double plate, 14 11 14 11

" " or Intercoastal Plates 10 3 11 10 3 11

" Rider Plate whole length 10 3 11 10 3 11

" Bulb Plate to Intercoastal Keelson 5 3 1/2 7 5 3 1/2 7

" Angle Irons 5 3 1/2 7 5 3 1/2 7

" Double Angle Iron Side Keelson 5 3 1/2 7 5 3 1/2 7

" do. Angle Irons 5 3 1/2 7 5 3 1/2 7

" Attached to outside plating with angle iron 5 3 1/2 7 5 3 1/2 7

HILGE Angle Irons 5 3 1/2 7 5 3 1/2 7

" do. Bulb Iron 5 3 1/2 7 5 3 1/2 7

" do. Intercoastal plates riveted to plating for length 5 3 1/2 7 5 3 1/2 7

HILGE STRINGER Angle Irons 5 3 1/2 7 5 3 1/2 7

Intercoastal plates riveted to plating for length 5 3 1/2 7 5 3 1/2 7

SIDE STRINGER Angle Irons 5 3 1/2 7 5 3 1/2 7

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper deck and to lower 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 1/8 in. diameter, averaging 5-8 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16" thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" Edges of Main Sheerstrake, double 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 6 diam. Breadth of laps of plating in single riveting 4 diam.

" Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 4 Crutches, 3

" What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good quality

Manufacturer's name or trade mark, Stockton Malleable Iron Co.

The above is a correct description.

Builder's Signature, Charles Hill & Sons.

Surveyor's Signature, N. M. Williams & R. W. Croft.

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

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

BRS 82-0085

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? *No*

Masts, Bowsprit, Yards, &c., are *iron* 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 - 72 feet in length 27" in diam. seams single*

mainmast 74 feet x 27" at wedging, two plates in round 7/16 - 5/16, seams single & butts triple riveted, fitted with 3 angles

mainmast 74 feet x 27" at wedging, two plates in round 7/16 - 5/16, seams single & butts triple riveted, fitted with 3 angles

with two angles 5 1/2 x 2 1/2 x 5/8. Spike Bowsprit 52' 2" x 27" plates 7/16 - 5/16 two in round, seams single & butts triple riveted

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendant, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendant, also Number of Certificate.
N ^o .		Chain	270	1 1/2	71 1/2	1 1/2	1/16, 28 Lint	Bower Anchors	1	27.3.0	26.14.3.0	27.3.0	1/16, 28 Lint
Fore Sails,		Iron Stream Chain	70 1/2	1 1/2	10 1/2	1 1/2	1/16, 28 Lint	Stream Anchor	1	26.3.0	26.3.3.0	26.3.0	1/16, 28 Lint
Fore Top Sails,		or Steel Wire						Kedge	1	25.0.0	24.11.0.0	25.0.0	1/16, 28 Lint
Fore Topmast Stay Sails,		or Hempen Strm	40	10 1/2		10 1/2		2nd Kedge	1	8.2.21	10.17.2.0	8.3.0	1/16, 28 Lint
Main Sails,		Cable								4.2.21	7.2.2.0	4.2.0	1/16, 28 Lint
Main Top Sails, and quality		Towline, Hemp	90	9		9				2.1.7	4.17.2.0	2.1.0	1/16, 28 Lint
		or Steel Wire	90	5 1/2		5 1/2							
		Hawser											
		Warp											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *1* Long Boat and *6* others

The Windlass is *Clark Chapman & Co Patent* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *✓* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *✓* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Three freeing ports & four scuppers on each side*

Cargo Hatchways. How formed? *Plates & angles*

State size Main Hatch *15' 0" x 9' 9"* Forehatch *5' 10" x 4' 10"* Quarterhatch *7' 6" x 6' 0"*

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

What arrangement for shifting beams? *Main Hatch fitted with shifting beam, one fore & after in each*

Hatches, If strong and efficient? *Solid 3"*

Order for Special Survey No. *1* Date *Sept 5th 1884*

Order for Ordinary Survey No. *1* Date *May 3rd 1888*

No. *9* in builder's yard. 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

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid....

4th. When the ship was complete, and before the plating was finally coated or cemented..

5th. After the ship was launched and equipped

State dates of letters respecting this case *26 June 1884, 1st July 1884, 19 July 1887, 2nd August 1887*

General Remarks (State quality of workmanship, &c.) *This vessel is a sister vessel to the Bk. Gayton Bristol Report No. 4325, she has a raised quarter deck*

42 feet long & Monkey Forecastle, with a large house on deck for the crew

The vessel has been built under special survey, and the materials and workmanship are good

42 feet

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 the Entry Fee *£ 3 : 0 : 0* is received by me, *RWC.*

Special *£ 48 : 6 : 0* 3rd May 1888

(to be sent as per margin). Certificate ... *5 : 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute *TUES 8 MAY 1888*

Character assigned *100 A 1*

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