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IRON SHIP.

(Received at London Office, 4 MAY 88)

No. 4867 Survey held at Bristol Date, First Survey Sept 5 1884 Last Survey 3rd May 1888

On the Iron Barque "Phyllis"

TONNAGE under Tonnage Deck } <u>898-0</u>	ONE OR TWO DECKED, THREE DECKED VESSEL, <u>ONE OR TWO DECKED</u>	Master <u>Raymond 88-88</u>
Ditto of Third, Spar, or Awning Deck. } <u>43-26</u>	Half Breadth (moulded) <u>16-25</u>	Built at <u>Bristol</u>
Ditto of Deck Raised Qr. Dk. } <u>25-15</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>21-50</u>	When built <u>1884-1888</u> Launched <u>17th March 1884</u>
Ditto of Houses on Deck } <u>44</u>	Girth of Half Midship Frame (as per Rule) <u>33-15</u>	By whom built <u>Messrs C. Hill & Sons</u>
Ditto of Forecastle } <u>44</u>	1st Number <u>70-9</u>	Owners <u>Messrs C. Hill & Sons</u>
Gross Tonnage <u>968-65</u>	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <u>Abriou Dockyard Bristol</u>
Less Crew Space <u>316-78</u>	Length <u>195</u>	Port belonging to <u>Bristol</u>
Less Engine Room	2nd Number <u>13825</u>	Destined Voyage <u>Burlborough</u>
Register Tonnage as out on Beam } <u>931-84</u>	Proportions— Breadths to Length <u>6</u>	If Surveyed while Building, Afloat, or in Dry Dock. <u>While Building in dock & afloat</u>
	Depths to Length— Upper Deck to Keel <u>9</u>	
	Main Deck ditto	

LENGTH on deck as per Rule .. <u>195</u> 0	BREADTH Moulded... .. <u>32</u> 6	DEPTH top of Floors to Upper Deck Beams <u>19</u> 8 1/2	Power of Engines	Horse. <input checked="" type="checkbox"/>	Nº. of Decks with flat laid <u>Two</u>
Dimensions of Ship per Register, length, <u>204-5</u> breadth, <u>12-65</u> depth, <u>19-45</u> Depth Moulded <u>20-10</u>					Nº. of Tiers of Beams <u>Two</u>

	Inches in Ship	Inches per Rule	16ths in Ship	16ths per Rule		Inches in Ship	16ths in Ship	Inches per Rule	16ths per Rule
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8			Flat Keel Plates, breadth and thickness				
STEM, moulding and thickness	7 1/4 x 2 3/8	7 1/4 x 2 3/8			PLATES in Garboard Strakes, br'dth & thickness	34	10	34	10
STERN-POST for Rudder do. do.	7 1/4 x 2 3/8	7 1/4 x 2 3/8			From Garboard to upper part of Bilges... .. .		9		9
" " for Propeller					Of d'bling at Bilge, or increased thickness, and length applied				
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23			From up. prt of Bilge to l. edge of Sh'rstrake... .. .		9		9
					Main Sheerstrake, breadth and thickness.....	37	11	36	11
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 3 7	4 1/2 3 7			Of d'bling at Sh'stk. & lng. applied				
Do. for 1/4 at each end	4 1/2 3 7	4 1/2 3 7			From M'n. to Upr. or Spar Dk. Sh'rstrake... .. .				
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7			Up. or Spar Dk Sh'rstrake, br'dth & thic'k'n'ss... .. .				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2	9	9	Butt Straps to outside plating, breadth & thickness	9 3/4	9	9 3/4	9
" thickness at the ends of vessel	11	11	8-7	8-7	Lengths of Plating				
" depth at 3/4 the half-bdth. as per Rule	43	43			Shifts of Plating, and Stringers <u>as per rule</u>				
" height extended at the Bilges... .. .					Gunwale Plate on ends of <u>Awning, Spar, or</u> Upper Deck Beams, breadth and thickness... .. .	36	9	36	9
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2	7	7	Angle Iron on ditto	5 x 3 1/2 x 7		5 x 3 1/2 x 7	
Single or double Angle Iron on Upper edge	3 3 6	3 3 6			Tie Plates fore and aft, outside Hatchways	10	9	10	9
Average space... .. .	46	46			Diagonal Tie Plates on Beams No. of Pairs <u>2</u>	10	9	10	9
BEAMS, Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					Flat of Up., Spar, or Awning Dk. * <u>Y.P.</u>	4		4	
Single or double Angle Iron on Upper Edge	3 3 6	3 3 6			How fastened to Beams				
Average space... .. .	46	46			Stringer Plate on ends of Main or Middle Deck } Beams, breadth and thickness				
BEAMS, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8	8	8	Is the Stringer Plate attached to the outside plating?				
Single or double Angle Iron on Upper Edge	3 3 6	3 3 6			Angle Irons on ditto, No.				
Average space... .. .	46	46			Tie Plates, outside Hatchways				
KEELSONS Centre line, single or double plate, } box or Intercoastal, Plates	114	114	11	11	Diagonal Tie Plates on Beams, No. of pairs				
" Rider Plate <u>Whole length</u>	10 3/4	10 3/4	11	11	Flat of Middle Deck* do. do.				
" Bulb Plate to Intercoastal Keelson	5 3 1/2 7	5 3 1/2 7			How fastened to Beams				
" Angle Irons	5 3 1/2 7	5 3 1/2 7			Stringer Plates on ends of Lower Deck, <u>Hold or Orlop</u> Beams	28	8	28	8
" Double Angle Iron Side Keelson	5 3 1/2 7	5 3 1/2 7			Is the Stringer Plate attached to the outside plating?	622	7	622	7
" Side Intercoastal Plate					Angle Irons on ditto, No. <u>2</u>	46			
" do. Angle Irons					Stringer or Tie Plates, outside Hatchways	3 1/2 x 3 1/2 x 8		3 1/2 x 3 1/2 x 8	
" Attached to outside plating with angle iron					Flat of Lower Deck *	10	9	10	9
BILGE Angle Irons	5 3 1/2 7	5 3 1/2 7			Ceiling betwixt Decks, thickness and material				
" do. Bulb Iron... .. .					" in hold do. do.	2 1/2		2 1/2	
" do. Intercoastal plates riveted to plating for length }					Main piece of Rudder, diameter at head	5		5	
BILGE STRINGER Angle Irons	5 3 1/2 7	5 3 1/2 7			do. at heel	3		3	
" Intercoastal plates riveted to plating for length }					Can the Rudder be unshipped afloat? <u>Yes</u>				
MIDDLE STRINGER Angle Irons					Bulkheads No. <u>1</u> No. per Rule <u>1</u>				
THE FRAMES extend in one length from <u>Keel</u> to <u>Gunwale</u> Riveted through plates with <u>3/4</u> in. Rivets, about <u>6</u> apart.					" Thickness of <u>5/16</u> , top <u>5/16</u>				
THE REVERSED ANGLE IRONS on floors and frames extend <u>across</u> middle line to <u>Upper deck</u> and to <u>Lower deck</u> alternately					Height up <u>Upper deck</u>				
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And butts properly shifted? <u>Yes</u>					How secured to sides of ship <u>double frames</u>				
PLATING. Garboard, double riveted to Keel, with rivets <u>1/8</u> in. diameter, averaging <u>5 5/8</u> ins. from centre to centre.					Size of Vertical Angle Irons <u>4 1/2 x 3 x 7/16</u> and distance apart <u>4 3/4</u> ins.				
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3 1/4</u> ins. from centre to centre.					Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>				
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter averaging <u>3</u> ins. from centre to centre.									
" Butts of <u>3</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/16</u> " thicker than the plates they connect.									
" Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3 1/4</u> ins. from cr. to cr.									
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <u>3/4</u> in. diameter, averaging <u>3</u> ins. from cr. to cr.									
" Edges of Main Sheerstrake, double single riveted. <u>Upper Sheerstrake, double or single riveted.</u>									
" Butts of Main Sheerstrake, treble riveted for <u>1/2</u> length amidships. <u>Butts of Upper or Spar Sheerstrake, treble riveted length amidships.</u>									
" Butts of Main Stringer Plate, treble riveted for <u>1/2</u> length amidships. <u>Butts of Upper or Spar Stringer Plate, treble riveted for length.</u>									
" Breadth of laps of plating in double riveting <u>6 diam.</u> Breadth of laps of plating in single riveting <u>✓</u>									
" Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Treble & double</u> No. of Breasthooks, <u>4</u> Crutches, <u>3</u>									
" What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Good quality</u>									

State clearly where plating is of different thicknesses—as distinguished from distanced thicknesses of ends of vessel. * If Iron Deck, state if whole or part, and if wood deck to laid thereon.

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

BRSGZ-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 - 9/16, seams single & butts triple riveted, fitted with 3 angles 5 1/2 x 7/8
Mizenmast 74 ft x 21" plates 9/16 - 5/16, two plates in round seams single & butts triple riveted, fitted with 3 angles 5 1/2 x 7/8
Spike Bowsprit 52.2' x 27" plates 7/16 - 5/16 two in round, seams single & butts triple riveted

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.					
								N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.	
	Fore Sails,	Chain	270	1 1/2	71 3/4 51 7/8	1 1/2	<i>J. P. & Co. Ltd</i>	Bower Anchors	1	27.3.0	26.11.3.0	27.3.0	<i>J. P. & Co. Ltd</i> 10217
	Fore Top Sails,	Iron Stream Chain	70 1/2	1 1/2	103 21	1 1/2	<i>J. P. & Co. Ltd</i> 8971	Anchors	1	26.3.0	26.3.3.0	26.3.0	<i>J. P. & Co. Ltd</i> 10219
	Fore Topmast Stay Sails,	or Steel Wire or Hempen Strm Cable	40	10 1/2		10 1/2		Stream Anchor	1	25.0.0	24.11.0.0	25.0.0	<i>J. P. & Co. Ltd</i> 10220
	Main Sails,	Towline, Hemp or Steel Wire	90	9		9		Kedge	1	9.0	8.5.0	9.0	<i>J. P. & Co. Ltd</i> 10221
	Main Top Sails, and quality	Hawser	90	5 1/2		5 1/2		2nd Kedge.	1	4.2.21	4.2.2.0	4.2.0	<i>J. P. & Co. Ltd</i> 10225
		Warp	90	5 1/2		5 1/2			1	2.1.7	4.17.2.0	2.1.0	<i>J. P. & Co. Ltd</i> 10224

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *1* Log Boat and *6* others
 The Windlass is *Black Chapman's 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? *Plate & 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. _____ Date _____
 Order for Ordinary Survey No. _____ Date _____
 No. *9* in builder's yard.
 State dates of letters respecting this case *26 June 1884, 1st July 1884, 19 July 1887, 2nd August 1887*
 1st. On the several parts of the frame, when in place, and before the plating was wrought } *Date of First Survey Sept. 5th 1884*
 2nd. On the plating during the process of riveting } *" " Last Survey May 3rd 1888.*
 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.. } *Number of visits 55*
 5th. After the ship was launched and equipped }

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

Bristol

State if one, two, or three decked vessel, or if open, or covering deck; and the lengths of poop, bridge, fore-castle, or raised quarter deck. *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*
Lacop *1 Sk & 2 Br B* *1 Sk 2 1/2 Br B*
 Surveyor to Lloyd's Register of British and Foreign Shipping
R. W. Coomber
 It is submitted that this vessel appears eligible to be classed 100 A.1. as recommended
 Lloyd's Register of Shipping
 Foundation