

IRON SHIP.

13th FEB. 83.

No. *8348* Survey held at *Port Glasgow* Date, First Survey *13th Feb 83* Last Survey *10th February 1883*On the *Crewschr Sylvan*

TONNAGE under Tonnage Deck	162.75	ONE, OR TWO DECKED, THREE DECKED VESSEL,
Ditto of Upper Deck	2.88	SPAR, OR AWNING DECKED VESSEL.
Ditto of Lower Deck	13.34	Half Breadth (moulded)
Ditto of Houses on Deck	1.16	Depth from upper part of Keel to top of Upper Deck Beams
Ditto of Forecastle	6.33	Girth of Half Midship Frame (as per Rule)
Gross Tonnage	196.46	1st Number
Less Crew Space	15.01	1st Number, if a 3-Decked Vessel .. deduct 7 feet
Less Engine Room	181.45	Length
Register Tonnage (as out on Beam)	68.90	2nd Number
	112.55	Proportions— Breadths to Length
		Depths to Length—Upper Deck to Keel
		Main Deck ditto

Master *M. R. Brown*
Built at *Port Glasgow*
When built *1882-83* Launched *23rd* Design
By whom built *Mudoch & Murray*
Owners *Wilson Hart & Co*
Residence *Greenland*
Port belonging to *Maryborough*
Destined Voyage *Greenland*
If Surveyed while Building, Afloat, or in Dry Dock, *Whilst Building & afloat.*

LENGTH on deck as per Rule *119 0* BREADTH Moulded *20 0* DEPTH top of Floors to Upper Deck Beams *9 0* Power of Engines *35* No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length, *119.4* breadth, *20.2* depth, *8.9*

KEEL, depth and thickness	Inches in Ship	Inches per Rule	FLAT KEEL PLATES, breadth and thickness	Inches in Ship	Inches per Rule
STEM, moulding and thickness	<i>6 x 1 1/2</i>	<i>6 x 1 1/2</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>6</i>
STERN-POST for Rudder do. do.	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	From Garboard to upper part of Bilges	<i>516</i>	<i>516</i>
" for Propeller	<i>6 x 2 1/2</i>	<i>6 x 2 1/2</i>	Of d'bling at Bilge, or increased thickness, and length applied	<i>6</i>	<i>6</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20</i>	<i>20</i>	From up. prt of Bilge to l. edge of Sh'rstrake	<i>516</i>	<i>516</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	Main Sheerstrake, breadth and thickness	<i>30</i>	<i>8</i>
Do. for 1/3 at each end	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	Of d'bling at Sh'stk. & lng. applied	<i>25 1/2</i>	<i>5</i>
REVERSED FRAMES, Angle Iron	<i>3 2 1/2 5</i>	<i>3 2 1/2 5</i>	From M'n. to Up. or Spar Dk. Sh'rstrake	<i>5</i>	<i>5</i>
BOORS, depth and thickness of Floor Plate	<i>1 1/2</i>	<i>1 1/2</i>	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss	<i>8 9/16</i>	<i>8 9/16</i>
at mid line for half length amidships	<i>1 1/2</i>	<i>1 1/2</i>	Butt Straps to outside plating, breadth & thickness	<i>5 6 7 8 9</i>	<i>5 6 7 8 9</i>
thickness at the ends of vessel	<i>1 1/2</i>	<i>1 1/2</i>	Lengths of Plating	<i>2 3 4 5 6</i>	<i>2 3 4 5 6</i>
depth at 2/3 the half-bdth. as per Rule	<i>1 1/2</i>	<i>1 1/2</i>	Shifts of Plating, and Stringers	<i>2 3 4 5 6</i>	<i>2 3 4 5 6</i>
height extended at the Bilges	<i>23</i>	<i>23</i>	Gunwale Plate on ends of Aft, Spar, or Upper Deck Beams, breadth and thickness	<i>18 6</i>	<i>18 6</i>
AMS, Upper, Spar, or Awning Deck	<i>4 2 1/2 5</i>	<i>4 2 1/2 5</i>	Angle Iron on ditto	<i>3 x 3 x 6</i>	<i>3 x 3 x 6</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>4 2 1/2 5</i>	<i>4 2 1/2 5</i>	Tie Plates fore and aft, outside Hatchways	<i>5</i>	<i>5</i>
Angle or double Angle Iron on Upper edge	<i>20</i>	<i>20</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>5</i>	<i>5</i>
Average space	<i>20</i>	<i>20</i>	Flat of Up., Spar, or Awning Dk.	<i>5</i>	<i>5</i>
AMS, Main, or Middle Deck	<i>5 3 7</i>	<i>5 3 7</i>	How fastened to Beams	<i>5</i>	<i>5</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 3 7</i>	<i>5 3 7</i>	Stringer Plate on ends of Main or Middle Deck	<i>5</i>	<i>5</i>
Angle, or double Angle Iron, on Upper Edge	<i>5 3 7</i>	<i>5 3 7</i>	Beams, breadth and thickness	<i>5</i>	<i>5</i>
Average space	<i>5 3 7</i>	<i>5 3 7</i>	Is the Stringer Plate attached to the outside plating?	<i>5</i>	<i>5</i>
AMS, Lower Deck	<i>5 3 7</i>	<i>5 3 7</i>	Angle Irons on ditto, No.	<i>5</i>	<i>5</i>
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 3 7</i>	<i>5 3 7</i>	Tie Plates, outside Hatchways	<i>5</i>	<i>5</i>
Angle or double Angle Iron on Upper Edge	<i>5 3 7</i>	<i>5 3 7</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>5</i>	<i>5</i>
Average space	<i>5 3 7</i>	<i>5 3 7</i>	Flat of Middle Deck do. do.	<i>5</i>	<i>5</i>
ELSONS Centre line, single or double plate	<i>8 1/2</i>	<i>8 1/2</i>	How fastened to Beams	<i>5</i>	<i>5</i>
box, or Intercoastal Plates	<i>8 1/2</i>	<i>8 1/2</i>	Stringer Plates on ends of Lower Deck, Hold on	<i>28 6</i>	<i>28 6</i>
Rider Plate	<i>6 3/4</i>	<i>6 3/4</i>	Beams	<i>28 6</i>	<i>28 6</i>
Bulb Plate to Intercoastal Keelson	<i>3 3 6</i>	<i>3 3 6</i>	Is the Stringer Plate attached to the outside plating?	<i>28 6</i>	<i>28 6</i>
Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	Angle Irons on ditto, No.	<i>3 x 3 x 6</i>	<i>3 x 3 x 6</i>
Double Angle Iron Side Keelson	<i>3 3 6</i>	<i>3 3 6</i>	Stringer or Tie Plates, outside Hatchways	<i>3</i>	<i>3</i>
Side Intercoastal Plate	<i>3 3 6</i>	<i>3 3 6</i>	Flat of Lower Deck	<i>3</i>	<i>3</i>
do. Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	Ceiling betwixt Decks, thickness and material	<i>2</i>	<i>2</i>
Attached to outside plating with angle iron	<i>3 3 6</i>	<i>3 3 6</i>	" in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
Angle Irons	<i>3 3 6</i>	<i>3 3 6</i>	Main piece of Rudder, diameter at head	<i>3 1/2</i>	<i>3 1/2</i>
do. Bulb Iron	<i>3 3 6</i>	<i>3 3 6</i>	do. at heel	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for half length	<i>3 3 6</i>	<i>3 3 6</i>	Can the Rudder be unshipped afloat?	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for whole length	<i>3 3 6</i>	<i>3 3 6</i>	Bulkheads No. <i>Three</i> No. per Rule <i>Three</i>	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>	" Thickness of <i>4/16</i>	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>	" Height up <i>Two to upper deck & up to 1st flat</i>	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>	" How secured to sides of ship <i>Double Frames</i>	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>	" Size of Vertical Angle Irons <i>2 1/2 x 2 1/2 x 4</i> and distance apart <i>30</i> ins.	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>	" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>	<i>2</i>	<i>2</i>
do. Intercoastal plates riveted to plating for as stated on Keelson Length	<i>3 3 6</i>	<i>3 3 6</i>		<i>2</i>	<i>2</i>

FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *5/8* in. Rivets, about *5* apart.

REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *up turn of bilge & each frame* and *to bilge & gunwale* alternately

SONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

ING. Garboard, double riveted to Keel, with rivets *7/8* in. diameter, averaging *4 3/8* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *5/8* in. diameter averaging *2 1/2* ins. from centre to centre.

Butts of *One* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *5/8* in. diameter, averaging *2 1/2* 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 for *whole* length.

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *whole* length.

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 1/2*

laps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *Three* Crutches, *Two*.

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, *Anglo-Clifton Plates-Consort*

above is a correct description.

's Signature, *Mudoch & Murray* Surveyor's Signature, *J. R. Brown*

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

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed & hand fitted

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 a few in the butts

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are *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

Rigged as a Foretopmast Schooner

NUMBER for EQUIPMENT	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.
No.	Fore Sails,	Chain	135-5	13/16	11 1/4 - 17 3/4	13 1/2	16/1/53	Bower Anchors	7185	5-8-14	7-9-2-2	5-0-0	16/1/53
	Fore Top Sails,	Iron Stream Chain	45-53	9/16	3 3/4 - 7 1/2	4 1/2	15/1/53	Stream Anchor	7183	1-2-0	3-18-3-0	1-2-0	13/1/53
	Fore Topmast Stay Sails,	or Steel Wire						Kedge		0-3-0			
	Main Sails,	or Hempen Strm Cable	75-6			75-6		2nd Kedge					
	Main Top Sails,	Towline, Hemp.	90-4			90-4							
	and others	or Steel Wire											
	Standing and Running Rigging	Hawser											
	The Windlass is	Warp											

Capstan *good* and Rudder *good* Pumps *good & sufficient*

Engine Room Skylights.—How constructed? *Compung 5/16 x 30 about 10 ft*

What arrangements for deadlights in bad weather? *Check & stud*

Coal Bunker Openings.—How constructed? *Circular plates*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers & two ports*

Cargo Hatchways.—How formed? *Each side forward. Guard Hatchway & Rods aft.*

State size Main Hatch *90 ft x 10 ft* Forehatch *7 ft x 6 ft* Quarterhatch

If of extraordinary size, state how framed and secured? *Doubled at side with plates 7 x 7/16*

What arrangement for shifting beams? *Two deep web plate in the main & strong fore & afters in each*

Hatches, If strong and efficient? *Yes. 3 in solid.*

Order for Special Survey No. *123* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *28th Aug 1882* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *123* 3rd. When the beams were in and fastened, and before the decks were laid....

Date *7th Feb 1883* 4th. When the ship was complete, and before the plating was finally coated or cemented..

No. *72* in builder's yard. 5th. After the ship was launched and equipped

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

This vessel has been built in accordance with the accompanying approved sketches of midship section & longitudinal plan and in all other respects with the Rules.

The belting of an iron 6 x 6 is attached to the shell by an angle iron above & below 3 x 2 1/2 x 5/16 and extending 60 ft amidships.

The fore peak tank has been keeled as required by the Rules.

& found watertight.

State if one, two, or three decked vessel, or if open, or covering decked, and the lengths of poop, bridge, forecastle, or raised quarter deck

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *90 A.1.*

The amount of the Entry Fee ... £ *2* is received by me, *J. P. Dawkins.*

Special ... £ *9* 10th Feb. 1883

Certificate ... *Gratis*

(Travelling Expenses, if any, £0.16.0.)

Committee's Minute

Character assigned *90 A.1.*

Tuesday, 13th February. 1883.