

IRON SHIP.

13th FEB. 83.

No. **348** Survey held at **Port Glasgow** Date, First Survey **13th Feb 83** Last Survey **10th February 1883**
On the **Screw Steamer Sylvan** (120 tons)

Tonnage under Tonnage Deck	162.75	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	Master M. R. Brown
	2.88		
Ditto of Deck, or Raised Or. Dk.	23.34	Half Breadth (moulded)	10.0
Ditto of Houses on Deck	1.16	Depth from upper part of Keel to top of Upper Deck Beams	9.95
Ditto of Forecabin	6.33	Girth of Half Midship Frame (as per Rule) .. .	17.75
Gross Tonnage	196.46	1st Number	37.7
Less Crew Space	15.01	1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Less Engine Room	181.45	Length	119.
Register Tonnage (as out on Beam)	68.90	2nd Number	4486.
	112.55	Proportions— Breadths to Length	5.95
		Depths to Length—Upper Deck to Keel .. .	12.0
		Main Deck ditto	
		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 ...	Feet. Inches. 119 0	BREADTH Moulded ...	Feet. Inches. 20 0	DEPTH top of Floors to Upper Deck Beams	Feet. Inches. 9 0	Power of Engines	Horse. 35	No. of Decks with flat laid One	No. of Tiers of Beams One
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Dimensions of Ship per Register, length, 119.4 breadth, 20.2 depth, 8.9									
KEEL, depth and thickness	Inches in Ship	Inches per Rule							
STEM, moulding and thickness	6 x 1 1/2	6 x 1 1/2							
STERN-POST for Rudder do. do. .. .	6 x 2 1/2	6 x 2 1/2							
" " for Propeller	6 x 2 1/2	6 x 2 1/2							
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .	20	20							
FRAMES, Angle Iron, for 2/3 length amidships ..	3 2 1/2 5	3 2 1/2 5							
Do. for 1/3 at each end	3 2 1/2 5	3 2 1/2 5							
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 4	2 1/2 2 1/2 4							
BOARDS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2	1 1/2							
thickness at the ends of vessel	5	5							
depth at 2/3 the half-bdth. as per Rule ..	6	5 3/4							
height extended at the Bilges	23	23							
FRAMES, Upper, Spar, or Awning Deck	4 2 1/2 5	4 2 1/2 5							
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Angle or double Angle Iron on Upper edge	20	20							
Average space									
FRAMES, Main, or Middle Deck									
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Angle, or double Angle Iron, on Upper Edge									
Average space									
FRAMES, Lower Deck Red Oak	5 3 7	5 3 7							
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Angle or double Angle Iron on Upper Edge									
Average space	40	40							
FRAMES, Hold, or Orlop									
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron									
Angle or double Angle Iron on Upper Edge									
Average space									
KEELSONS Centre line, single or double plate, box, or Intercostal Plates on floor	8 1/2	7 8 1/2							
Rider Plate	6 3/4	7 6 3/4							
Bulb Plate to Intercostal Keelson									
Angle Irons	3 3 6	3 3 6							
Double Angle Iron Side Keelson									
Side Intercostal Plate (Oak)	2 1/2 2 1/2 4	2 1/2 2 1/2 4							
do. Angle Irons									
Attached to outside plating with angle iron									
UPPER STRINGER Angle Irons	3 3 6	3 3 6							
do. Bulb Iron	7	6 5							
do. Intercostal plates riveted to plating for half length									
LOWER STRINGER Angle Irons	3 3 6	3 3 6							
do. Intercostal plates riveted to plating for as stated on Keelson Length	7	6 5							

FRAMES extend in one length from **Keel** to **Foremast** 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 of foremast** 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 **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 **1/6** 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 whole length amidships.**

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

Crutches 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.? **Good**

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

Is above a correct description? **Yes**

Signature, **Muddoch & Murray** Surveyor's Signature, **J. D. Brown** Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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 *of 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.
					20ms	30ms			Bower Anchors	Stream Anchor					
	Fore Sails,	Chain	125-5	13/16	11 3/4	17 3/4	13	16/1/83	7185	5-8-14	7-9-2-0	5-0-0	16/1/83		
	Fore Top Sails,	Iron Stream Chain	45-53	9/16	3 3/4	7 1/2	15	15/1/83	7184	5-0-0	7-7-2-0	10-0-0	13/1/83		
	Fore Topmast Stay Sails,	or Steel Wire													
	Main Sails,	or Hempen Strm Cable	75-6				75-6								
	Main Top Sails,	Towline, Hemp.	90-4				90-4								
	and others	or Steel Wire													
	Standing and Running Rigging	Hawser													
	The Windlass is	Warp													
	Engine Room Skylights.	quality													
	What arrangements for deadlights in bad weather?	food													
	Coal Bunker Openings.	Capstan													
	Scuppers, &c.	and Rudder													
	Cargo Hatchways.	food													
	State size Main Hatch	food													
	If of extraordinary size, state how framed and secured?	food													
	What arrangement for shifting beams?	food													
	Hatches, If strong and efficient?	food													

Standing and Running Rigging *of good* quality. She has *one* long Boat and *another*.
 The Windlass is *food* Capstan *food* and Rudder *food* Pumps *food & sufficient*
 Engine Room Skylights.—How constructed? *Coning 5/16" above deck*
 What arrangements for deadlights in bad weather? *Peak Covers & Bulls eyes.*
 Coal Bunker Openings.—How constructed? *Circular plates* How are lids secured? *Check & stud* Height above deck? *Push with*
 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 timbers & Rods aft.*
 State size Main Hatch *90ft x 10-0* Forehatch *7ft x 6ft* Quarterhatch *7ft x 6ft*
 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, 3ms solid.*

Order for Special Survey No. *1123* Date *28th August*
 Order for Ordinary Survey No. *1123* Date *1st Sept*
 No. *72* 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 *Specially Surveyed 1882:—Sept. 13. 14. 21.*
 2nd. On the plating during the process of riveting *Oct. 5. 10. 17. 20. 24. 27; Nov. 10. 13. 20. 22. 28. 30;*
 3rd. When the beams were in and fastened, and before the decks were laid... *Dec. 6. 13. 16. 1883—Jan. 24; Feb. 12*
 4th. When the ship was complete, and before the plating was finally coated or cemented..
 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *Workmanship & materials food.*
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 60ft amidships.
The fore peak tank has been keeled as required by the Rules.
& found water-tight.

State if one, two, or three decked vessel, or if open, or awning decked, and the lengths of poop, bridge, fore-castle, or raised quarter deck. *40ft.* If double bottom, state particulars on separate sheet.

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Faint*
 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 *Tuesday, 13th February, 1883.*
 Character assigned *90 A. 1.*
 It is submitted that this vessel appears eligible to be classed 90 A. 1. as recommended 12th (not 10th) Feb. 1883.

No. ...
 No. ...
 Reg. L ...
 Master ...
 Engine ...
 Boilers ...
 Register ...
 ENGI ...
 Descrip ...
 Diamete ...
 Diamete ...
 Diamete ...
 No. of ...
 No. of ...
 Where ...
 No. of ...
 No. of ...
 How an ...
 Are all ...
 Are the ...
 Are the ...
 What p ...
 Are all ...
 Are the ...
 When ...
 Is the ...
 BOILI ...
 Number ...
 Workin ...
 Descrip ...
 Can ea ...
 No. of ...
 No. to ...
 No. of ...
 Smalles ...
 Diamete ...