

IRON SHIP.

No. 4046 Survey held at Dumbarton Date, First Survey 19th Nov 1874 Last Survey 10th May 1875

On the S.S. "SYLPHIDE" (SCHOONER) Master B. Tjellissen

Official Number Foreign

TONNAGE under Tonnage Deck 365.59
 Ditto of Upper Deck 96.40
 Ditto of Lower Deck 31.99
 Ditto of Houses on Deck 2.76
 Ditto of Forecastle 12.12
 Gross Tonnage 508.86
 Less Crew Space 24.03
 Less Engine Room 62.84/86.87
 Register Tonnage as cut on Beam 321.99

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 12 Feet.
 DEPTH from upper part of Keel to top of Upper Deck Beams 14.37
 GIRTH of Half Midship Frame (as per Rule) 23.25
 1st NUMBER 49.62
 2nd NUMBER 813.7
 LENGTH 164
 PROPORTIONS—Breadths to Length 6.87
 Depths to Length—Upper Deck to Keel 11.48
 Main Deck ditto 11.48

Built at Dumbarton
 When built 1875 Launched 17 April 75
 By whom built A. McMillan & Co
 Owners A. C. Motor & Sons of Glasgow
 Port belonging to Bergeru
 Destined Voyage Kronstadt
 If Surveyed while Building, Afloat, or in Dry Dock. Special Survey

LENGTH on deck as per Rule 164 Feet. Inches. BREADTH—Moulded 24 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 13 Feet. Inches. Do. do. Main Deck Beams 2 1/2 Power of Engines 90 Horse. N° of Decks with flat laid ONE N° of Tiers of Beams TWO

Dimensions of Ship per Register, length, 165.7 breadth, 23.4 depth, 13.1

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 1/2 x 2 1/8	6 1/2 x 2 1/8
STEM, moulding and thickness	6 1/2 x 2	6 1/2 x 1 7/8
STERN-POST for Rudder do. do.	6 1/2 x 3 3/4	3 6 1/2 x 1 3/4
for Propeller	6 3/4 x 3 3/4	3
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 in	21 in (Class 100 A.)
FRAMES, Angle Iron, for 2/3 length amidships	3 x 3 4/16	3 x 3 4/16
Do. for 1/2 at each end	3 x 3 5/16	3 x 3 5/16
REVERSED FRAMES, Angle Iron	2 1/4 x 2 1/4 5/16	2 1/4 x 2 1/4 5/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14 x 4/16	14 x 4/16
thickness at the ends of vessel	5/16	5/16
depth at 2/3 the half-bdth. as per Rule	25 PER SECTION	
height extended at the Bilges	TWICE DEPTH	
BEAMS, Upper, Spar, or Awning Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3 4/16	3 1/2 x 3 4/16
Single or double Angle Iron on Upper edge		
Average space		
BEAMS, Main, or Middle Deck		
Single or double Angle Iron, Plate or Tee Bulb Iron	6 x 3 x 8/16	5 1/2 x 3 x 8/16
Single or double Angle Iron on Upper edge		
Average space	42 in	42 in
BEAMS, Lower Deck, Hold, or Orlop		
Single or double Angle Iron, Plate or Tee Bulb Iron	6 x 3 x 8/16	5 1/2 x 3 x 8/16
Single or double Angle Iron on Upper edge		
Average space	Every 30 in	
KEELSONS Centre line, single or double plate, or Intercoastal, Plates	17 1/2 x 4/16	17 1/2 x 4/16
" Bulb Plate	6 x 4/16	6 x 4/16
" Bulb Plate to Intercoastal Keelson		
" Angle Irons	3 1/2 x 3 x 4/16	3 1/2 x 3 x 4/16
" Double Angle Iron Side Keelson		
" Side Intercoastal Plate	x 4/16	1/2 depth 4/16
" do. Angle Irons		
" Attached to outside plating with angle iron		
BILGE Angle Irons	3 1/2 x 3 4/16	3 1/2 x 3 x 4/16
" do. Bulb Iron	6 x 4/16	6 x 4/16
" do. Intercoastal plates riveted to plating for length		
BILGE STRINGER Angle Irons		
Intercoastal plates riveted to plating for length		
SIDE STRINGER Angle Irons		

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	30 x 9/16	30 x 9/16	30 x 9/16	30 x 9/16
fm up. part of Bilge to lr. edge of Sh'rstrake	8/16	8/16	8/16	8/16
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Main to Upper or Spar Deck Sh'rstrake	30 x 10/16	30 x 10/16	30 x 10/16	30 x 10/16
Upper or Spar Deck Sh'rstrake, breadth & thickness	24/16	7/16	24/16	7/16
Butt Straps to outside plating, breadth & thickness	9/16 x 2 1/2	9/16 x 7-10		
Lengths of Plating	SIX SPACES	FIVE SPACES		
Shifts of Plating, and Stringers	THREE SPACES	TWO SPACES		
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	20 x 4/16	20 x 4/16	20 x 4/16	20 x 4/16
Angle Iron on ditto	2 1/2 x 2 1/2 x 5/16	2 1/2 x 2 1/2 x 5/16		
Tie Plates fore and aft, outside Hatchways	6 x 4/16	6 x 4/16		
Diagonal Tie Plates on Decks No. of Decks				
Planksheer material and scantling				
Waterways do. do.	11 x 3/4	11 x 3/4		
Flat of Upper Deck do. do.	2 3/4	2 3/4		
How fastened to Beams	Screw bolts			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	33 x 7/16	33 x 7/16		
Is the Stringer Plate attached to the outside plating?	yes			
Angle Irons on ditto, No. 2	3 1/2 x 3 x 4/16	3 1/2 x 3 x 4/16		
Tie Plates, outside Hatchways	8 x 7/16	8 x 7/16		
Diagonal Tie Plates on Beams No. of pairs				
Waterways materials and scantlings	GUTTER			
Flat of Middle Deck do. do. (MAIN)	3 1/2	3 1/2		
How fastened to Beams	Some bolt & nuts			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	12 x 7/16	12 x 7/16		
Is the Stringer Plate attached to the outside plating?	no			
Angle Irons on ditto, No. 2	3 1/2 x 3 x 4/16	3 1/2 x 3 x 4/16		
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.				
Main piece of Rudder, diameter at head do. at heel	4 3/8 2 5/8	4 1/4 2 1/2		
Can the Rudder be unshipped afloat?	yes			
Bulkheads No. 4 Thickness of	4/16	4/16		
Height up	Space to Main St. & aft to cabin deck			
How secured to sides of ship	Some bolts			
Size of Vertical Angle Irons	2 1/2 x 2 1/2 x 5/16			
and distance apart	30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	yes			

Transoms, material. Knight-heads. Hawse Timbers. Iron plates & angles
 Windlass Barfoot patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6" apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to above Head Stinger, plates and to Gunwale, 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 in. diameter, averaging 5 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 1/4 ins. from centre to centre.
 Butts of ONE Strakes at Bilge for Half length, double 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 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 1/4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, double riveted for — length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
 Butts of Main Stringer Plate, treble riveted for — length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/4

Butt Straps of Keelsons, Stringer and Tie Plates, double or single Riveted? Double and Treble as per rule
 Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam knees inlaid & banded. No. of Breasthooks, 3 Crutches, 2
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? angle iron "Coates"
 Manufacturer's name or trade mark, Plates "Consett"

The above is a correct description.
 Builder's Signature, A. C. Motor & Sons Surveyor's Signature, J. J. J. J.
 Surveyor to Lloyd's Register of British and Foreign Shipping.

