

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. Tellipson

TONNAGE under Tonnage Deck 365.59 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Upper Deck 96.40 SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Lower Deck 31.99 HALF BREADTH (moulded) 12 Feet.
 Ditto of Raised Or. Dk. 2.76 DEPTH from upper part of Keel to top of Upper Deck Beams 14.37
 Ditto of Houses on Deck 12.12 GIRTH of Half Midship Frame (as per Rule) 23.25
 Gross Tonnage 508.86 1st NUMBER 49.62
 Less Crew Space 24.03 2nd NUMBER 813.7
 Less Engine Room 162.84/86.87 PROPORTIONS—Breadths to Length 6.87
 Register Tonnage 321.99 Depths to Length—Upper Deck to Keel 11.48
 as cut on Beam Main Deck ditto ✓

Built at Dumbarton
 When built 1875 Launched 17 April 75
 By whom built A. McMillan & Son
 Owners A. C. Motor & Son of Glasgow
 Port belonging to Berogen
 Destined Voyage Kronstadt
 If Surveyed while Building, Afloat, or in Dry Dock. Spain's Bay

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

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

Transoms, material. Knight-heads. Hawse Timbers. Iron plates rectangles.
 Windlass Barford patent Pall Bitt ✓

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6" apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to above Head Stringer Plate 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 $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.
 Butts of ONE Strakes at Bilge for Half length, double riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ 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, double riveted — length amidships.
 Butts of Main Stringer Plate, double riveted for — length amidships. Butts of Upper or Spar Stringer Plate, double riveted for — length.
 Breadth of laps of plating in double riveting $\frac{4\frac{1}{2}}{5}$ Breadth of laps of plating in single riveting $\frac{2\frac{1}{4}}{4}$
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, 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 & braced 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 & Son Surveyor's Signature, James Dundie
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where broken.
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? Very few and in butting — 14466 Iron

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

Schooner rig. Dutch pine masts.

NUMBER for EQUIPMENT		8950		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	Chain	195	1 1/8	223/4	195. 1 1/8	22 1/20.	Bowers	3	10. 1. 14	12 4/20	10	12
	Fore Sails,										10. 0. 14	12 2/20	10	12
One	Fore Top Sails,										8. 2. 8	10 15/20	8. 2. 0	10 12/20.
	Fore Topmast Stay Sails													
Two	Main Sails,													
	Main Top Sails,													
and														