

IRON SHIP.

No. 11444 Survey held at Sunderland Date, First Survey 12 Oct 1875 Last Survey 16 June 1876.

On the Iron Screw Steamer "Sylph." Master Not appointed

ONNAGE under
 Tonnage Deck 1059.17
 Ditto of Main Deck 6.77
 Ditto of Forecastle 6.56
 Ditto of Main Deck 8.92
 Gross Tonnage 1081.42
 Less Crew Space 31.22

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 14.65
 DEPTH from upper part of Keel to top of Main Deck Beams 15.26
 GIRTH of Half Midship Frame (as per Rule) 26.76
 1st NUMBER 56.65
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH 123.50
 2nd NUMBER 12350
 PROPORTIONS—Breadths to Length under 1/2
 Depths to Length—Upper Deck to Keel —
 Main Deck ditto 14.29

Built at Sunderland
 When built 1876 Launched 25th January 1876
 By whom built S.P. Austin and Hunter
 Owners Messrs Rile and Co Great Britain
 Port belonging to London
 Destined Voyage Sunderland to London
 & Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 218 0 BREADTH Moulded 29 3 DEPTH top of Floors to Deck Beams 21 0 Power of Engines 1140 Horse. N° of Decks with flat laid Two N° of Tiers of Beams Two

Dimensions of Ship per Register, length, 227.54 breadth, 29.64 depth, 21.54

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 1/2	8 x 2 3/8
STEM, moulding and thickness	7 x 2 3/8	7 x 2 3/8
STERN-POST for Rudder do. do.	7 x 3 1/2	7 x 4 3/4
for Propeller	9 x 5	7 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2 x 3	3 1/2 x 3
Do. for 1/4 at each end	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 2 1/2	3 x 2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16	16
thickness at the ends of vessel	—	—
depth at 1/4 the half-bdth. as per Rule	8	8
height extended at the Bilges	32	32
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	—	—
Average space	44	44
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	7 x 7	7 x 7
Single or double Angle Iron, on Upper Edge	3 x 3	3 x 3
Average space	44	44
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Single or double Angle Iron on Upper Edge	—	—
Average space	44	44
KEELSONS Centre line, single or double plate, Box, or Intercoastal, Plates	13 x 1 1/2	13 x 1 1/2
" Rider Plate	12	12
" Bulb Plate to Intercoastal Keelson	—	—
" Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Double Angle Iron Side Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Side Intercoastal Plate	—	—
" do. Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Attached to outside plating with angle iron	3 x 2 1/2	3 x 2 1/2
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" do. Bulb Iron	7	7
" do. Intercoastal plates riveted to plating for length	—	—
BILGE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Intercoastal plates riveted to plating for length	—	—

	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	32	19/16	32	19/16
fm up. part of Bilge to l. edge of Sh'rstrake	9/16 and 9/16	9/16 and 9/16	9/16 and 9/16	9/16 and 9/16
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake	36	19/16	36	19/16
Upr. or Spar Dk Sh'rstrake, breadth & thickness	9/16 to 7/16	9/16 to 7/16	9/16 to 7/16	9/16 to 7/16
Butt Straps to outside plating, breadth & thickness	1 1/2 x 3/4	1 1/2 x 3/4	1 1/2 x 3/4	1 1/2 x 3/4
Lengths of Plating	44	—	44	—
Shifts of Plating, and Stringers	—	—	—	—
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	27	9/16	27	9/16
Angle Iron on ditto	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
Tie Plates fore and aft, outside Hatchways	10	9/16	10	9/16
Diagonal Tie Plates on Beams No. of Pairs	—	—	—	—
Planksheer material and scantling	—	—	—	—
Waterways do. do.	—	—	—	—
Flat of Upper Deck do. do.	—	—	—	—
How fastened to Beams	—	—	—	—
Stringer Plate on ends of Main or Middle Deck	48	19/16	48	19/16
Beams, breadth and thickness	24	7/16	24	7/16
Is the Stringer Plate attached to the outside plating?	Yes; and required to be	—	—	—
Angle Irons on ditto, No. Two	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Tie Plates, outside Hatchways	10 x 9/16	10 x 9/16	10 x 9/16	10 x 9/16
Diagonal Tie Plates on Beams, No. of pairs	—	—	—	—
Waterways materials and scantlings	—	—	—	—
Flat of Middle Deck do. do.	3 1/2	—	3 1/2	—
How fastened to Beams	—	—	—	—
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	—	—	—	—
Is the Stringer Plate attached to the outside plating?	—	—	—	—
Angle Irons on ditto, No.	—	—	—	—
Stringer or Tie Plates, outside Hatchways	—	—	—	—
Flat of Lower Deck	—	—	—	—
Ceiling betwixt Decks, thickness and material in hold	2 1/2	—	2 1/2	—
Main piece of Rudder, diameter at head	5	—	5	—
do. at heel	3	—	3	—
Can the Rudder be unshipped afloat?	Yes.	—	—	—
Bulkheads No. 4 Thickness of 3	—	5/16	—	5/16
Height up	—	—	—	—
How secured to sides of ship	—	—	—	—
Size of Vertical Angle Irons	3 1/2 x 3 1/2	—	—	—
and distance apart	30	—	—	—
Are the outside Plates doubled two spaces of Frames in length?	Yes.	—	—	—

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Handful by Patent Pall Bitt none required

The FRAMES extend in one length from the middle line to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from near middle line to above hold stringer 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 1/16 in. diameter, averaging 5 1/4 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 Two 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 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 half 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 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double
 Waterway, how secured to Beams Upper 5 bolts and nuts (Explain by Sketch, if necessary) shown below further form
 Beams of the various Decks, how secured to the sides? Knees turned down and riveted No. of Breasthooks, Five Crutches, Four
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Anglo-Swedish Malleable Iron &c
 Manufacturer's name or trade mark, Plates of Hartlepool Malleable Iron &c and Bolton and Wigan &c

The above is a correct description.
 Builder's Signature, S. P. Austin & Hunter Surveyor's Signature, William
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted?

Planned.

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?

A few in the butts only.

Masts, Bowsprit, Yards, &c., are of wood 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

18114 Iron

NUMBER for EQUIPMENT 144418

No. SAILS. CABLES, &c. 240 1 1/2 37 1/8 tons 240-1 1/2 37 1/8 tons 55 7/8 - - - 240-1 1/2 37 1/8 tons 55 7/8 - - -
Fore Sails, 1274 Chain
Fore Top Sails, 1274 Chain
Fore Topmast Stay Sails, 1274 Chain
Main Sails, 1274 Chain
Main Top Sails, 1274 Chain
and good quality

Fathoms. Inches. Test per Certificate. Length & Size req'd per Rule. Test req'd per Rule.
240 1 1/2 37 1/8 tons 240-1 1/2 37 1/8 tons 55 7/8 - - - 240-1 1/2 37 1/8 tons 55 7/8 - - -
90 1 1/2 37 1/8 tons 90-1 1/2 37 1/8 tons 55 7/8 - - - 90-1 1/2 37 1/8 tons 55 7/8 - - -
90 1 1/2 37 1/8 tons 90-1 1/2 37 1/8 tons 55 7/8 - - - 90-1 1/2 37 1/8 tons 55 7/8 - - -
90 1 1/2 37 1/8 tons 90-1 1/2 37 1/8 tons 55 7/8 - - - 90-1 1/2 37 1/8 tons 55 7/8 - - -

all holders patent

ANCHORS. No. Weight. Ex. Stock. Test per Certificate. Wght req'd per Rule. Test req'd per Rule.
Bowers 2482 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2483 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2484 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2485 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2486 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2487 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2488 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2489 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2490 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2491 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2492 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2493 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2494 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2495 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2496 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2497 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2498 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2499 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0
2500 18.0.0.0 19.0.0.0 18.0.0.0 19.0.0.0

Standing and Running Rigging wire and chain sufficient in size and good in quality. She has one Life Long Boat and three others

The Windlass is Harfield's patent. Good and Rudder Good Pumps 4 in addition to Engine pumps - Good

Engine Room Skylights. How constructed? Lead. Substantially made. How secured in ordinary weather? Very efficiently

What arrangements for deadlights in bad weather? Good with thick glass bulls-eyes

Coal Bunker Openings. How constructed? Iron frames. How are lids secured? Locked by Height above deck? 3 ft 6 in

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Open underwards and iron rails on

Cargo Hatchways. How formed? Iron plates, bulbs and angle irons in the usual manner.

State size Main Hatch 14 ft 11 in by 10 ft 5 in Fore hatch 7 ft 6 in by 6 ft 5 in Quarter hatch 14 ft 10 in by 10 ft 4 in

If of extraordinary size, state how framed and secured? The Main and after hatches have each a portable beam.

What arrangement for shifting beams? Yes, the hatches on Main deck being 3 in and those on awning 2 1/2 in

Hatches, If strong and efficient? Yes, the hatches on Main deck being 3 in and those on awning 2 1/2 in

Order for Special Survey No. 2594 DATES of Surveys held while building as per Section 18.

Date 20th October 1875 1st. On the several parts of the frame, when in place, and before the plating was wrought

Order for Ordinary Survey No. 113 2nd. On the plating during the process of riveting

Date 11th October 1875 3rd. When the beams were in and fastened, and before the decks were laid....

No. 113 in builder's yard. 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.) The general quality of the workmanship and material are very good.

She has been built under Special Survey in accordance with the scantlings and arrangements shown on the accompanying approved tracings of midship section, longitudinal elevation, plans of Engine and Boiler-casing and of Engine and Boiler seatings and Double bottoms, of Companion-house aft, and of a tracing showing compensation for two lands of shell-plating being single in lieu of double riveted (which according to the builders the owners concur in) with the requirements set forth in the Secretary's letters dated the 30th September, and 17th November 1875, 16th January 1876 and 16th December 1875 respectively, with the requirements set forth in the Secretary's letter to the owners dated 14th October 1875 approving of a draught of water of 14 ft 6 in for this vessel, and in other respects in accordance with the rules.

She is Schooner rigged, awning-decked, and the above

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Painted and Painted Outside Painted

I am of opinion this Vessel should be Classed 100. A. 1. Awning decked, draught of water 14 ft 6 in, when the vessel is properly loaded, has been properly placed on her sides in accordance with the requirements of the rules.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, W. W.

Special ... £ 51 : 5 : 0 16 June 1876 J. Williams

Certificate ... Gratis

(Travelling Expenses, if any, £ ---)

Committee's Minute See No 18127 for class 18

Character assigned ---

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