

# Spar, Awning or Part Awning Dk.

# IRON OR STEEL STEAMER.

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel *Yes*  
Date of completion of Report *24<sup>th</sup> July, 1894* Port of *Leith*

No. *7505* Survey held at *Grangemouth* Date, First Survey *14<sup>th</sup> July, 1893* Last Survey *23<sup>rd</sup> July, 1894*  
On the *Steel screw steamer "Phyllis Angel" (ex "Dunblane")* Rig *Schooner - 2 masts.*  
TONNAGE under Tonnage Deck *178.68*  
Do. between Tonnage Dk. and 2<sup>nd</sup> 4<sup>th</sup> Spar or Awning Dk. *404.71*  
Total under Upper Dk. *2189.39*  
Do. of Poop *15.14.2*  
Do. of Rais'd Qr. Dk. or Break *27.37*  
Do. of Bridge House *27.37*  
Do. of Houses on Deck *39.26*  
Do. of excess of Hatchways *24.60.75*  
Do. of Forecasts *28*  
Do. above Crown of Engine Room *265.114.54*  
Gross Tonnage *2346.21*  
Less Crew Space *78.7.44*  
Less above Crown of Engine Room *23.88*  
TONNAGE FOR FEES... *1574.15*  
Less Engine Room *1574.15*  
Less Navigation Spaces *1574.15*  
Register Tonnage *1574.15*  
as cut on Beam...  
SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.  
CLASS *100 A 1 Steel Pat. Iron Dk.*  
Master *A. Tyson*  
Year of Appointment *1894*  
Built at *Grangemouth*  
When built *1893-94* Launched *24<sup>th</sup> April, 1894*  
By whom built *Smith, Skye, Comp.*  
Owners *Manasseh Angel*  
Managers  
(Where necessary to be entered in Reg. Book.)  
Residence *Cardiff*  
Port belonging to *Cardiff*  
Destined Voyage *The Tyne* If Surveyed while Building, Afloat, or in Dry Dock *Building & Afloat*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
<i>284</i>	<i>4</i>	<i>4</i>	<i>Moulded</i>	<i>40</i>	<i>6</i>	<i>Do.</i>	<i>25</i>	<i>5 1/2</i>	<i>202</i>	<i>202</i>	<i>11</i>	<i>2</i>

Dimensions of Ship per Register, Length *286* breadth *40.75* depth *18.2* Spar or Awn. Dk. Moulded depth, ft. *21* ins. *1* To Main Dk. Beam, Main Dk *11* ins.

FORGINGS AND CASTINGS				KEELSONS AND STRINGERS.			
Inches in Ship.				Inches in Ship.			
<b>BEL, Bar or Side Plates,</b> depth and thickness <b>STEM,</b> moulding and thickness <i>Cast Steel</i> <b>STERN-POST</b> for Rudder do. do. <i>Iron</i> <b>"</b> " for Propeller <i>Iron</i> <b>MAIN PIECE</b> of Rudder, diameter at head <i>7 3/4</i> <b>do.</b> at heel <i>3 3/4</i> <b>RUDDER,</b> how constructed <i>Ordinary Way</i> <i>Can the Rudder be unshipped afloat? Yes</i>				<b>CENTRE LINE KEELSON,</b> Vertical Plate above floors, Through Plate, or Intercoastal Plate <b>"</b> Rider Plate <b>"</b> Bulb Plate to Intercoastal Keelson <b>"</b> Horizontal Plates on Floors <b>"</b> Angles <b>SIDE KEELSON,</b> Angles <b>"</b> Bulb or Plate above floors, for length <b>"</b> Intercoastal Plate, for length <b>"</b> Attached to outside Plating with Angle <b>BILGE KEELSON,</b> Angles <b>"</b> Bulb or Plate above floors, for length <b>"</b> Intercoastal Plate, for length <b>"</b> Attached to outside Plating with Angle <b>BILGE STRINGER</b> Angles <b>"</b> Bulb Plate, for length <b>"</b> Intercoastal Plate, for length <b>"</b> Attached to outside Plating with Angle <b>SIDE STRINGER</b> Angles <b>"</b> Bulb or Intercoastal Plate, for length			
<b>FRAMING.</b> <b>FRAME</b> Angles, or <i>7</i> Bars for $\frac{1}{2}$ length amidships <b>Do.</b> for $\frac{1}{2}$ at each end <b>Do.</b> in way of Double Bottoms <b>Distance</b> of Frames from moulding edge to moulding edge, all fore and aft <b>REVERSED FRAME</b> Angles <b>FLOORS,</b> depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships <b>"</b> in way of Engines and Boilers <b>"</b> thickness at the ends of vessel <b>"</b> depth at $\frac{1}{2}$ the half-bdth. as per Rule <b>"</b> height extended at the Bilges <b>FLOORS &amp; BRACKETS,</b> in Cell Dble Bottoms <b>CENTRE GIRDER,</b> in Double bottom, depth and thickness <b>"</b> Angles, Top <i>4 x 4 x 9</i> Bottom <b>SIDE GIRDERS,</b> number and thickness <i>One</i> <b>"</b> Angles <b>MARGIN PLATE,</b> depth (exclusive of flange) and thickness <b>"</b> Angles <b>INNER BOTTOM PLATING,</b> breadth and thickness of Middle Line Strake <b>"</b> thickness in Engine and Boiler space <b>"</b> Remainder in Holds <b>BEAMS, Spar or Awning Deck,</b> Single Angle, Bulb Angle, Plate or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>BEAMS, Main Deck,</b> Single Angle, Bulb Angle, Plate or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>BEAMS, Lower Deck,</b> Single Angle, Bulb Angle, Plate or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>BEAMS, Hold, or Orlop, Plate or Tee Bulb</b> <b>"</b> Angles on upper edge <i>Lower edge</i> <b>Average space</b> <b>BEAMS, Poop Deck,</b> Angle, Bulb Angle, Plate or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>BEAMS, Bridge Deck,</b> Angle, Bulb Angle, Plate, or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>BEAMS, Forecastle Deck,</b> Angle, Bulb Angle, Plate or Tee Bulb <b>"</b> Angles on upper edge <b>Average space</b> <b>RS, In 'tween Decks,</b> Size and Spacing <b>"</b> Hold <b>WEB FRAMES, In Fore Body,</b> No. and spacing <b>"</b> No. of Side Stringers <b>WEB FRAMES, In After Body,</b> No. and spacing <b>"</b> No. of Side Stringers <b>"</b> Size of Angles or Tee Bars to Web Frames <b>BRACKET PLATES</b> to Stringers between Web Frames, depth and thickness				<b>Spar, or Awning Deck Stringer Plates,</b> on ends of Beams, breadth and thickness <b>"</b> Angle on ditto <b>"</b> Tie Plates, fore and aft, outside Hatchways <b>"</b> Diagonal Tie Plates on Bms, No. of prs. <b>"</b> Flat of Deck * <i>Iron or Steel</i> for whole len. <b>"</b> <i>Wood</i> Material and thickness <b>"</b> How fastened to Beams <b>Main Deck Stringer Plate,</b> breadth & thickness <b>"</b> Angles on ditto, No. <i>2</i> <b>"</b> Tie Plates, outside Hatchways <b>"</b> Diagonal Tie Plates on Bms, No. of prs. <b>"</b> Flat of Deck * <i>Iron or Steel</i> for whole len. <b>"</b> <i>Wood</i> Material and thickness <b>"</b> How fastened to Beams <b>Lower Deck Stringer Plates,</b> br'dth & thickn's <b>"</b> Angles on ditto, No. <b>"</b> Tie Plates, outside Hatchways <b>"</b> Flat of Deck * Material and thickness <b>"</b> How fastened to Beams <b>Hold, or Orlop Stringer Plate,</b> br'dth & thickn's <b>"</b> Angles on ditto, No. <i>2</i> <i>2 face angles</i> <b>"</b> Tie Plates, outside Hatchways <b>"</b> Flat of Deck. Material and thickness <b>"</b> How fastened to Beams <b>Poop Deck Stringer Plate,</b> breadth & thickness <b>"</b> Angles on ditto <b>"</b> Tie Plates <b>"</b> Flat of Deck. Material and thickness <b>Bridge Deck Stringer Plate,</b> br'dth & thickness <b>"</b> Angle on ditto <b>"</b> Tie Plates <b>"</b> Flat of Deck. Material and thickness <b>Forecastle Deck Stringer Plate,</b> br'dth & thickn's <b>"</b> Angle on ditto <b>"</b> Tie Plates <b>"</b> Flat of Deck. Material and thickness			
<b>PLATING.</b> <b>FLAT PLATE KEEL,</b> breadth and thickness <b>"</b> Doubling or increased thickness & len. appl. <b>PLATES</b> in Garboard Strakes, breadth & thickn's <b>"</b> from Garboard to lower part of Bilges <b>"</b> State Thickness of Plating in way of Double Bottom <b>"</b> Bilges, No. of Strakes and thickness <b>"</b> Of doubling at Bilge, or increased thickness, and length applied <b>"</b> from up. part of Bilge to lr. edge of Sh'rstrake <b>"</b> Main Sheerstrake, breadth and thickness <b>"</b> Of doubling at Sh'rstk. & lug. applied <b>"</b> from Main to Spar Dk. or Awn. Dk. Sh'rstk. <b>"</b> Spar or Awn. Dk. Sh'rstk, br'dth & thickn's <b>"</b> Poop sides <b>"</b> Bridge sides <b>"</b> Forecastle sides <b>Lengths of Plating</b> <i>8 frame spaces</i>				<b>PLATING.</b> <b>FLAT PLATE KEEL,</b> breadth and thickness <b>"</b> Doubling or increased thickness & len. appl. <b>PLATES</b> in Garboard Strakes, breadth & thickn's <b>"</b> from Garboard to lower part of Bilges <b>"</b> State Thickness of Plating in way of Double Bottom <b>"</b> Bilges, No. of Strakes and thickness <b>"</b> Of doubling at Bilge, or increased thickness, and length applied <b>"</b> from up. part of Bilge to lr. edge of Sh'rstrake <b>"</b> Main Sheerstrake, breadth and thickness <b>"</b> Of doubling at Sh'rstk. & lug. applied <b>"</b> from Main to Spar Dk. or Awn. Dk. Sh'rstk. <b>"</b> Spar or Awn. Dk. Sh'rstk, br'dth & thickn's <b>"</b> Poop sides <b>"</b> Bridge sides <b>"</b> Forecastle sides <b>Lengths of Plating</b> <i>8 frame spaces</i>			







1st. On the several parts of the frame, when in place, and before the plating was wrought } Built under special survey & surveyed: -  
2nd. On the plating during the process of riveting } 1893: July 14. 20. 25; Aug. 28; Sept. 1. 7. 13. 25.  
3rd. When the beams were in and fastened, and before the decks were laid ..... } Oct. 2. 4. 10. 12. 13. 18. 23. 30; Nov. 6. 13. 21. 27. Dec. 5. 12. 16. 22.  
4th. When the ship was complete, and before the plating was finally coated or cemented ... } 1894: Jan. 8. 15. 22. 26. 31; Feb. 5. 8. 16. 22. 28; March 6. 13. 20. 27;  
5th. After the ship was launched and equipped } April 2. 9. 13. 19. 26. 27; May 3. 10. 16. 23. 31/Total No. of Visits 57  
June 2. 11. 18. 19; July 3. 14. 17. 23.  
rs respecting this case 1893: July 12. 19. 24; Aug. 9. 30;  
Sept. 2. 7. 10. 12. 15. 23. 25; Oct. 18; 24  
quality of workmanship, &c.) 1894: March 27; April 9

Workmanship & Material Good  
built in accordance with the approved drawing of midship section  
the Secretary on the 19<sup>th</sup> June, 94, and in conformity with the  
the accompanying plans of profile, pumping arrangement, beam  
3 ship forging Reports  
watertight doors & sluice valves are in efficient working order

CORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. or Break 99 ft., Bridge Dk. 187 ft.,  
the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

The Raised Or. Dk. is joined to Awng. Dk.  
Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it  
er Book) 1 Dk. (steel) 2 tns. of beams & webframes & pt. awng. Dk. (steel)  
; Signal Letters

TER BALLAST—  
and water capacity in tons Double bottom, forward, length and water capacity in tons  
es and boilers, length and water capacity in tons If under Engines only, or Boilers only, state which  
on the cellular system, length 236 ft. and water capacity in tons 588  
city in tons After peak tank, water capacity in tons 61  
and water capacity in tons Other tanks, if fitted, length and water capacity in tons  
been tested as required by the Rules.  
ormation by sketch.)  
erved from oxidation? Inside Portland Cement & Paint Outside Paint

the Committee, as per Secretary's  
May 1894  
with printed instructions  
in accordance with Notice No. 572  
In Summer 8 ft. 6 1/2 ins.  
In Winter 8 ft. 10 ins.  
For Winter in North Atlantic 9 ft. 2 ins.  
Fresh Water above the centre of disc 4 1/2 ins.  
To top of Wood, Iron or Steel Upper, Spar,  
Awning, or Part Awning Deck.

£ 5 : - : - is received by me, 11/8/1894  
cial... £ 83 : 13 : -  
ertificate\*. £ - : - : -  
es, if any £ 10 : 19 : -  
ould be Classed \* 100 A1 Steel  
Pt. Awng. Dk.  
H. Ruelsen  
Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 31 JUL 1894  
100A1 Steel  
Pt. Awng. Dk.  
with flts. & b. 6 1/2  
7.94  
Pt. Awng. Dk. (Steel)  
cep framing  
It is submitted that this Vessel having been built  
in accordance with the approved plans and the Rules  
and favourably reported on is worthy to be Classed  
100A1. ("Steel") Pt. Awng. Dk. The Summer freedom  
of 2 1/2 from centre of disc to top of stat. Dk. line  
now marked on the Vessel's side to be recorded in the  
Reg. Bk. & with the other freedoms shown on the attached  
Verification form to be inserted in the Bk. of "Particulars"  
100A1 ("Steel") Pt. Awng. Dk. with freedom  
1 Dk. (H) Pt. Awng. Dk. and deck framing  
W.B. = CDB 236' 588t. APT 61  
FK. Com.  
Lloyd's Register  
Foundation  
14/1/94  
31794