

IRON SHIP.

13153 Survey held at *Sunderland* Date, First Survey *August 11-82* Last Survey *June 29 1883*
 the *"Phoenix"* (No. 104) Builders *Ward* Master *B Davies*

TONNAGE under Tonnage Deck *1395.12*
 Awning Deck *22.41*
 of Poop, or raised Or Dk. *62.31*
 of Houses on Deck *74.59*
 of Forecastle *187.37*
 Tonnage *41.02*
 Crew Space *1782.82*
 Engine Room *61.84*
 Tonnage *1720.98*
 out on Beam *570.50*
 Tonnage *1150.48*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded)... *17.92*
 DEPTH from upper part of Keel to top of Upper Deck Beams *20.35*
 GIRTH of Half Midship Frame (as per Rule) *34.6*
 1st NUMBER *72.87*
 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
 LENGTH *256.5*
 2nd NUMBER *18691*
 PROPORTIONS—Breadths to Length *7.1*
 Depths to Length—Upper Deck to Keel *12.6*
 Main Deck ditto

Built at *Sunderland*
 When built *1883* Launched *23rd April*
 By whom built *North of England Shipbuilding Co. Ltd.*
 Owners *Messrs A Smith and Co*
 Port belonging to *London*
 Destined Voyage *Baltic and*
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH in deck as per Rule *256* Feet. *6* Inches. BREADTH—Moulded... *35* Feet. *10 1/2* Inches. DEPTH top of Floors to Upper Deck Beams *18* Feet. *6* Inches. Do. to Main Deck Beams *18* Feet. *6* Inches. Power of Engines *160* Horse. No. of Decks with flat laid *one* No. of Tiers of Beams *two*

Dimensions of Ship per Register, length, *258.0* breadth, *36.1* depth, *18.6*

KEEL, depth and thickness *9 x 2 1/2*
 STEM, moulding and thickness... *8 1/2 x 2 1/2*
 STERN-POST for Rudder do. do. *9 x 4 3/4*
 " " for Propeller *9 x 4 3/4*
 Distance of Frames from moulding edge to moulding edge, all fore and aft *24"*

FRAMES, Angle Iron, for 1/2 length amidships *4 1/2 3 8 4 1/2 3 8*
 Do. for 1/4 at each end *4 1/2 3 7 4 1/2 3 7*

REVERSED FRAMES, Angle Iron *3 3 7 3 3 7*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *22 1/2 - 9 10 22 1/2 - 9 10*

thickness at the ends of vessel *11 1/2 - 7 11 1/4 - 7*

depth at 1/4 the half-bdth. as per Rule *11 1/2 - 7 11 1/4 - 7*

height extended at the Bilges... *11 1/2 - 7 11 1/4 - 7*

BEAMS, Upper, Spar, or Awning Deck *7 3 8 6 1/2 3 9*

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron *on every frame*

Angle or double Angle Iron on Upper edge *on every frame*

Average space... *on every frame*

BEAMS, Main, or Middle Deck *9 1/2 9 9 1/2 9*

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron *4 4 8 4 4 8*

Angle, or double Angle Iron, on Upper Edge *4 4 8 4 4 8*

Average space... *Spaced as per Profile*

BEAMS, Lower Deck, Hold, or Orlop *17 12 17 12*

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron *11 12 11 12*

Angle or double Angle Iron on Upper Edge *5 4 9 5 4 9*

Average space... *5 4 9 5 4 9*

BEAMS, Centre line, single or double plate, box, or Intercoastal, Plates *5 4 9 5 4 9*

Rider Plate *5 4 9 5 4 9*

Bulb Plate to Intercoastal Keelson *5 4 9 5 4 9*

Angle Irons *5 4 9 5 4 9*

Double Angle Iron Side Keelson *5 4 9 5 4 9*

Side Intercoastal Plate *5 4 9 5 4 9*

do. Angle Irons *5 4 9 5 4 9*

Attached to outside plating with angle iron *5 4 9 5 4 9*

LARGE Angle Irons *5 4 9 5 4 9*

do. Bulb Iron *5 4 9 5 4 9*

do. Intercoastal plates riveted to plating for length *5 4 9 5 4 9*

LARGE STRINGER Angle Irons *5 4 9 5 4 9*

Intercoastal plates riveted to plating for length *5 4 9 5 4 9*

DE STRINGER Angle Irons *5 4 9 5 4 9*

do. Bulb to *5 4 9 5 4 9*

ansoms, material. Knight-heads. Hawse Timbers.

Endless *Iron Patent*

FRAMES extend in one length from *Keel* to *gunwall*

REVERSED ANGLE IRONS on floors and frames extend *from middle line to above H.B. Stanchion and to gunwall*

VELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes*

PLATING. Garboard, double riveted to Keel, with rivets *1 1/2* in. diameter, averaging *5.58* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3.3* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *7/8* thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 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 *length amidships.*

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length.*

Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting *5 1/4*

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double and treble*

terway, how secured to Beams *(Explain by Sketch, if necessary.)*

ams of the various Decks, how secured to the sides? *Ends turned down*

at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Forging, Royal & Wether*

ufacturer's name or trade mark, *Stockton and Co*

The above is a correct description.

lder's Signature, *McCamble*

Surveyor's Signature, *J. Middleton*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Flat Keel Plates, breadth and thickness *36 11 36 11*
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges *25 1/2 1 25 1/2 1*
 of doubling at Bilge, or increased thickness, and length applied *1/2 length*
 in up. part of Bilge to l. edge of Sh'rstrake. *10 10*
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. *40 14 40 14*
 Up. or Spar Dk Sh'rstrake, brdth & thickness *1/2 10 1/2 10*
 Butt Straps to outside plating, breadth & thickness *9 1/2 19 8 15 9 1/2 19 8 15*
 Lengths of Plating *sig. spaces of frames*
 Shifts of Plating, and Stringers... *Two and four*
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... *36 1/2 10 36 1/2 10*
 Angle Iron on ditto *5.4.9 5.4.9*
 Tie Plates fore and aft, outside Hatchways *Iron Deck*
 Diagonal Tie Plates on Beams No. of Pairs
 Planksheer material and scantling
 Waterways do. do. *Iron plates 6 6*
 Flat of Upper Deck do. do. *Riveted*
 How fastened to Beams
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No.
 Tie Plates, outside Hatchways
 Diagonal Tie Plates on Beams, No. of pairs
 Waterways materials and scantlings
 Flat of Middle Deck do. do.
 How fastened to Beams
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *33 9 33 9*
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. *4.4.9 4.4.9*
 Stringer or Tie Plates, outside Hatchways *5.4.9 5.4.9*
 Flat of Lower Deck *3 1/2 3 1/2 7 3 1/2 3 1/2 7*
 Ceiling betwixt Decks, thickness and material *Space 2 1/2 bottom of Deck*
 in hold do. *2 1/2 solid to bilges*
 Main piece of Rudder, diameter at head *6 1/4*
 do. at heel *3 1/4*
 Can the Rudder be unshipped afloat? *yes*
 Bulkheads No. *46* Thickness of *6.5 & 5 1/2*
 Height up *5 to 2 1/2 ft. after one has iron platform*
 How secured to sides of ship *between 2 frames*
 Size of Vertical Angle Irons *3. 3. 7/16* and distance apart *30 ins.*
 Are the outside Plates doubled two spaces of Frames in length? *yes*

SLD946-0039

SLD946-0036

Lloyd's Register

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
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? *fairly well*
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? *at Butts in a few cases only*

Masts, Bowsprit, Yards, &c., are *Wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.		CABLES, &c.											
N".	Chain	270	1 1/2	5 1/4	7 1/4	270.1 1/2	May 5/83	Bower Anchors	11853	28.2.0	27.10.0.0	27.3.0	Apr 18/83
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superntndt.)	Tested	R W C P Y	by	J Hartnups		Tested, Date, or No. of Certificate, & Name of Superntndt.)	11772	26.2.14	26.1.3.14	27.3.0	7/83
	Fore Top Sails,	Iron Str'm Chain	75	1 1/2	20 3/16	30 1/16	75.1 1/2	Apr 23/83	11812	24.0.14	23.19.2.21	23.2.0	12/83
	Fore Topmast Stay Sails,	Ditto	90	3 1/2	26 tons	90.3 1/2	Bullivant & Co	Makers					
	Hmpn Strm Cbl	90	9			90.9		Stream	11803	8.3.21	11.2.2.0	8.3.0	Apr 1/83
	Hawser ...	90	7			90.7		Kedge	11770	4.2.21	7.2.2.0	4.2.0	7/83
	Towlines	90	6 1/2					Ditto	11701	2.0.18	4.15.0.0	2.1.0	Mar 28/83
	Warp	120	5										
	Main Top Sails,	quality	240	4 1/2									
	and												

Standing and Running Rigging *for W.P. Rope* sufficient in size and *good* in quality. She has *2 Life Long* Boats and *2 others*
The Windlass is *Iron Patent good* Capstan *4* Winches and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *Wood Skt. Lt.* How secured in ordinary weather? *hand screws*
What arrangements for deadlights in bad weather? *Solid shutters and Bulls eyes*
Coal Bunker Openings.—How constructed? *Iron Framings* How are lids secured? *Hatch bars* Height above deck? *16 in & 48 in*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers and Ports in the Bulwarks*
Cargo Hatchways.—How formed? *Iron plates fitted in the usual manner*
State size Main Hatch *20 ft x 12 1/2 ft* Fore hatch *14 ft x 12 1/2 ft* Quarter hatch *14 ft x 12 1/2 ft & 16 ft x 12 1/2 ft*
If of extraordinary size, state how framed and secured? *Web frames and shifting beams as per Rule*
What arrangement for shifting beams? *and fore and aft Carlings*
Hatches, If strong and efficient? *Strong and efficient*

Order for Special Survey No. <i>3125</i>	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	<i>Built under S.S. and Surveyed 1882 Novr 10 20 24 29</i>
Date <i>6th Octr 82</i>		2nd.	On the plating during the process of riveting	<i>30 Decr 5 11 12 15 24 29/83 Jan 4 6 10 12 13 14 30 Feb 9 13 14 16</i>
Order for Ordinary Survey No. <i>7</i>		3rd.	When the beams were in and fastened, and before the decks were laid...	<i>19 21 26 March 2 5 9 13 15 14 22 29 31 April 3 6 9 13 16 20 28 May</i>
Date <i>Apr 1</i>		4th.	When the ship was complete, and before the plating was finally coated or cemented...	<i>4 11 18 22 25 29 31 June 4 5 9 12 13 16 20 25 29 29</i>
No. <i>104</i> in builder's yard.		5th.	After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *Good.*
This Vessel is built in conformity with the Rule and the accompanying Drawings, under Special Survey
She has a Raised Quarter Deck 58 ft long, Poop 28 ft, Forecastle 32 ft, and Bridge 78 ft long.
She has a Fore peak Tank containing 48 1/2 Main Tank Fore Hold 58 ft: 124 tons; After Hold (fore) 34 containing 72 tons; after tank 33 ft equal 44 tons and After Peak Tank 33 tons

Load Line now marked on the Ships } *in*
Ships Side as per Rule & Committees letter } *2 3 Salt*
28th June 1883. } *1 11 Fresh*

Drawings will be found attached to Freeboard Report No. 13, 14

State if one, two, or three decked vessel, or if open, orawning decked; and the lengths of poop, forecastle, raised quarter deck, and the length of *double* part double bottom
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed ** 100 A-1*
The amount of the Entry Fee ... £ *4* : 0 : 0 is received by me, *Joseph Allen*
Special ... £ *68* : 0 : 63rd July 1883
Certificate ...
(Travelling Expenses, if any, £ *nil*).

Committee's Minute *FRIDAY 6 JULY 1883 18*
Character assigned *100 A-1*
18th Novr
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