

IRON SHIP.

No. **9037** Survey held at **Greenock**
On the **S. "Avoca"**

Date, First Survey **20th Feb/85**

Last Survey **26th Nov. 1885**
(70 visits)

Tonnage under Tonnage Deck **1541.02**

ONE OR TWO DECKED, THREE DECKED VESSEL.

Master **Hatch.**

Ditto of Third, Spar, or Awning Deck.

Half Breadth (moulded) **18.95**

Built at **Greenock**

Ditto of Poop, or Raised Or. Dk.

Depth from upper part of Keel to top of Upper Deck Beams **25.54**

When built **1885** Launched **28th Oct-1885**

Ditto of Houses on Deck

Girth of Half Midship Frame (as per Rule) **40.00**

By whom built **Russell & Co.**

Ditto of Forecastle

1st Number **84.49**

Owners **James Nourse**

Gross Tonnage **1703.31**

2nd Number **208.41**

Residence **Fenchurch Avenue, London.**

Less Crew Space **78.09**

Length **246.67**

Port belonging to **London**

Less Engine Room

Proportions— Breadths to Length **6.5**

Destined Voyage **Calcutta and in Dry Dock**

Register Tonnage **1625.22**

Depths to Length—Upper Deck to Keel **9.6**

Surveyed while Building Afloat, or in Dry Dock.

Length of Ship per Register, length, **257.5** breadth, **38.25** depth, **23.2**
Moulded Depth = **24.5 1/2**

CEL, depth and thickness **9 1/2 x 2 1/2**
EM, moulding and thickness **9 x 2 1/2**
ERN-POST for Rudder do. do. **9 x 2 1/2**
" " for Propeller **24**
Distance of Frames from moulding edge to moulding edge, all fore and aft **24**

AMES, Angle Iron, for 1/2 length amidships **5 3/4 x 8**
Do. for 1/2 at each end **5 3/4 x 7**
VERSED FRAMES, Angle Iron **3 1/2 x 3 1/2**
DOORS, depth and thickness of Floor Plate **25**
Thickness at the ends of vessel **12 1/2**
Depth at 3/4 the half-bdth. as per Rule **50**
Height extended at the Bilges **50**

AMS, Upper, Spar, or Awning Deck **9**
Plate or Tee Bulb Iron **3 1/2 x 7**
Double Angle Iron on Upper edge **48**
AMS, Main, or Middle Deck **9**
Plate or Tee Bulb Iron **3 1/2 x 7**
Double Angle Iron on Upper edge **48**

AMS, Lower Deck **9**
Plate or Tee Bulb Iron **3 1/2 x 7**
Double Angle Iron on Upper edge **48**
AMS, Hold, or Orlop **9**
Plate or Tee Bulb Iron **3 1/2 x 7**
Double Angle Iron on Upper edge **48**

ELSONS Centre line, single or double plate **18**
Rider Plate **11 7/8**
Bolt Plate to Intercoastal Keelson **5 1/2 x 4**
Angle Irons **5 1/2 x 4**
Double Angle Iron Side Keelson **5 1/2 x 4**
Side Intercoastal Plate **8**
Attached to outside plating with angle iron **3 1/2 x 3 1/2**
GE Angle Irons **5 1/2 x 4**
do. Bulb Iron **5 1/2 x 4**
do. Intercoastal plates riveted to plating for length **5 1/2 x 4**

GE STRINGER Angle Irons **5 1/2 x 4**
Intercoastal plates riveted to plating for length **9**
Plate for one half length **5 1/2 x 4**
E STRINGER Angle Irons **5 1/2 x 4**
Plate for one half length **9**
FRAMES extend in one length from middle line to upper deck

REVERSED ANGLE IRONS on floors and frames extend from middle line to upper deck on every frame and to alternate frames alternately

ELSONS. Are the various lengths of Plates and Angle Irons properly connected? **Yes** And butts properly shifted? **Yes**

ATING. Garboard, double riveted to Keel, with rivets **1 1/8** in. diameter, averaging **5 7/8** ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets **7/8** in. diameter, averaging **3 7/8** 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 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps **1/16** thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets **7/8** in. diameter, averaging **3 7/8** 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.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*
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? *No*

Masts, Bowsprit, Yards, &c., are *Iron & 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 *The masts and bowsprit are of iron, the scantlings and arrangements being the same as in the sister vessel. "Alcester", "Shannon", "Turkistan", "Main" and "May". See work Reports Nos 8539, 8567, 8546, 8753 and 8915, respectively.*

NUMBER for EQUIPMENT 22230		Pathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprintd.
N ^o . <i>Machine where tested & suprintd.</i>	SAILS.	CABLES, &c.					Bower Anchors	9587	37:1:0	33:18:3:0	36 1/2	Tipton, E.R. Galt.
	Fore Sails,	Chain	135	1 1/2	94 1/2 & 67 1/2	270 1 1/2						
	Fore Top Sails,	Iron Stream Chain	135	do	do & do			9585	35:0:14	32:9:1:14	36 1/2	
	Fore Topmast Stay Sails,	or Steel Wire	75	1 1/2	27 & 13 1/2	75 1 1/2		9568	33:0:0	30:17:2:0	31	
	or Hempen Strm Cable											
	Towline, Hemp.							Total	105:1:14			
	or Steel Wire ..											
	Main Sails,	Hawser	65	4 1/2	Steel wire	90 - 3/4		9602	11:1:21	13:7:2:0	11:1:0	
	Main Top Sails,	Warp	75	3 1/2	Steel wire	90 3/4		Kedge ...	9614	5:2:0	7:16:1:0	5:2:0
	and	quality	15	10	Manilla	90 6 1/2		2nd Kedge ...	9613	2:3:0	5:5:0:0	2:3:0

Standing and Running Rigging *wire and manilla* sufficient in size and *good* in quality. She has *2* Long Boat and *5* others
The Windlass is *Iron Patent* Capstan *good* and Rudder *good* Pumps *good*
Engine Room Skylights.—How constructed? *—* How secured in ordinary weather? *—*
What arrangements for deadlights in bad weather? *—*
Coal Bunker Openings.—How constructed? *—* How are lids secured? *—* Height above deck? *—*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Seven freeing ports in bulwarks and five scuppers on each side*
Cargo Hatchways.—How formed? *With plate coaming and headboards in the usual manner. Coamings 12" x 12"*
State size Main Hatch *16' 0" x 10' 0"* Forehatch *6' 0" x 6' 0"* Quarterhatch *6' 0" x 6' 0"*
If of extraordinary size, state how framed and secured? *—*
What arrangement for shifting beams? *A web plate beam and light shifting beam in main hatchway also an iron fore and after.*
Hatches, If strong and efficient? *Yes Solid. 4" thick*

Order for Special Survey No. <i>23</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	1885. Feb. 20. 25. 26. : Mch 2. 12. 26. 31. : Apl. 3. 10. 16. 18. 27. 29. 30.
Date <i>29th Sept. 1884</i>		2nd. On the plating during the process of riveting	May 5. 15. 18. 25. 26. : June 2. 11. 17. 24. 26.
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid...	July 1. 13. 16. 21. 24. 29. : Aug. 3. 5. 7. 13. 18. 21. 27.
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	Sept. 4. 5. 8. 9. 14. 17. 18. 22. 23. 24. 25. 28. : Oct. 2. 7. 12. 13. 15. 19. 23.
No. <i>123</i> in builder's yard.		5th. After the ship was launched and equipped	26. 28. 29. 30. : Nov. 2. 3. 4. 5. 9. 10. 16. 19. 23. 26. (70 visits)

State dates of letters respecting this case *25/9/84. 27/5/85. 1/6/85*
General Remarks (State quality of workmanship, &c.)
This is a sister vessel to the "Shannon". "Main" and "May" - by the same builders and for the same owners.
She has been built in accordance with the approved plans attached hereto and with the Rules generally. The deck openings are fully protected & efficient precautions have been taken against painting. The fresh water tank at the after end of the vessel has been tested with water pressure and the fore plate bulkhead by means of a hose.
The quality of materials and workmanship is good.

A and are *36/2* and *35/2* respectively.
State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, and quarter-deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *Paint and Composition*
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, *J.W.*
Special *£ 65 : 12 : 6* 28th Nov. 1885 }
(to be sent as per margin). Certificate ... *Gratis.*
(Travelling Expenses, if any, £ Nil.)
Committee's Minute *18.*
Character assigned *100 A 1*
LAOCB
Surveyor to Lloyd's Register of British and Foreign Shipping.
It is submitted that the vessel appears eligible to be classed 100 A 1 as recommended.
25th Nov.
Lloyd's Register Foundation