

IRON SHIP.

No. *11762* Survey held at *Sunderland* Date, First Survey *May 1st 1874* Last Survey *October 10th 1874*
On the *Bt "Glanperis"* Yard No. *96* Master *L Parry*

TONNAGE under Tonnage Deck *1042.18*
Ditto of Third, Spar, or Awaiting Deck. *30.51*
Ditto of *Beam* or Raised Qr. Dk. *25.05*
Ditto of Houses on Deck *25.68*
Ditto of Forecastle
Gross Tonnage *1099.42*
Less Crew Space *25.75*
Less Engine Room
Register Tonnage as cut on Beam *1073.67*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) *17.41*
DEPTH from upper part of Keel to top of Upper Deck Beams *23.16*
GIRTH of Half Midship Frame (as per Rule) *34.83*
1st NUMBER *75.40*
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH *210.5*
2nd NUMBER *15,871*
PROPORTIONS—Breadths to Length *under 7/12*
Depths to Length—Upper Deck to Keel *10*
Main Deck ditto

Built at *Sunderland*
When built *1877*. Launched *8th Sept*
By whom built *Doxford and Sons*
Owners *Jones and Williams*
Manager *D.P. Williams*
Port belonging to *Carnarvon*
Destined Voyage *Rangoon*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *210 6* **BREADTH**—Moulded *34 10* **DEPTH** top of Floors to Upper Deck Beams *21 3* **Pow. of Engines** *✓* **Horse.** *✓* **No. of Decks with flat laid** *one 1st Second* **No. of Tiers of Beams** *two*

Dimensions of Ship per Register, length, *221.0* breadth, *34.8* depth, *21.2*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>			
STEM , moulding and thickness	<i>8 x 2 1/2</i>	<i>8 x 2 1/2</i>			
STERN-POST for Rudder do. do.	<i>8 x 2 1/2</i>	<i>8 x 2 1/2</i>			
for Propeller					
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23 1/2</i>	<i>23</i>			
FRAMES , Angle Iron, for 1/2 length amidships	<i>5 3 8</i>	<i>5 3 8</i>			
Do. for 1/2 at each end	<i>5 3 8</i>	<i>5 3 8</i>			
REVERSED FRAMES , Angle Iron	<i>3 3 7</i>	<i>3 3 7</i>			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>23 1/2 9</i>	<i>23 1/2 9</i>			
thickness at the ends of vessel	<i>8 7/8</i>	<i>8 7/8</i>			
depth at 3/4 the half-bdth. as per Rule	<i>11 3/4</i>	<i>11 3/4</i>			
height extended at the Bilges	<i>twice amidship depth</i>				
BEAMS , Upper, Spar, or Awaiting Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 8</i>	<i>8 8</i>			
Single or double Angle Iron on Upper edge	<i>3 3 6</i>	<i>3 3 6</i>			
Average space	<i>alternate frames</i>				
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron					
Single, or double Angle Iron, on Upper Edge					
Average space					
BEAMS , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2 8</i>	<i>8 1/2 8</i>			
Single or double Angle Iron on Upper Edge	<i>3 3 7</i>	<i>3 3 7</i>			
Average space	<i>alternate frames</i>				
KEELSONS Centre line, single or double plate, box, or intercostal plates	<i>16 12</i>	<i>16 12</i>			
" Rider Plate	<i>11 12</i>	<i>10 1/4 12</i>			
" Bulb Plate to Intercostal Keelson					
" Angle Irons	<i>5 3 1/2 9</i>	<i>5 3 1/2 9</i>			
" Double Angle Iron Side Keelson	<i>5 3 1/2 9</i>	<i>5 3 1/2 9</i>			
" Side Intercostal Plate					
" do. Angle Irons					
Attached to outside plating with angle iron	<i>3 3 7</i>	<i>3 3 7</i>			
BILGE Angle Irons	<i>5 3 1/2 9</i>	<i>5 3 1/2 9</i>			
" do. Bulb Iron					
" do. Intercostal plates riveted to plating for length					
BILGE STRINGER Angle Irons	<i>5 3 1/2 9</i>	<i>5 3 1/2 9</i>			
Intercostal plates riveted to plating for length					
SIDE STRINGER Angle Irons					

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
Windlass *M.P. Greenheart* Pall Bitt *Iron*

The **FRAMES** extend in one length from *Keel* to *Gunwale*. Riveted through plates with *3/4* in. Rivets, about *6* apart.

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to Gunwale on all frames*.

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 *1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/16* in. diameter, averaging *3 1/4* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/16* in. diameter averaging *3 1/4* ins. from centre to centre.

Butts of *three* 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 *3/16* in. diameter, averaging *3 1/4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/16* 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, treble riveted for *half* 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 *4 1/2* Breadth of laps of plating in single riveting *Nil*

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

Waterway, how secured to Beams *Gutter Gunwale* (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *Ends turned down & riveted to frames* No. of Breasthooks, *Four* Crutches, *three*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *all plates Stockton*

Manufacturer's name or trade mark, *all angles and bulbs J. Pyxack and Co* *Walsb. Iron Comp.*

The above is a correct description.

Builder's Signature, *William Dwyer* Surveyor's Signature, *Joseph Nees*

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

IRON 474-0251

