

# IRON SHIP.

Survey held at *Port Glasgow* Date, First Survey *1<sup>st</sup> Decr-79* Last Survey *28<sup>th</sup> May 1880*  
On the *Steel S. S. "Valencia"* Master *J. J. Walter*

TONNAGE under } *1016.95*  
Tonnage Deck }  
Ditto of Third, Spar, }  
Awning Deck. }  
Ditto of Poop, or } *287.02*  
R. or Dk. }  
Ditto of Houses } *6.87*  
on Deck }  
Ditto of Forecastle } *31.52*  
Ditto of Hatchways } *12.54*  
Gross Tonnage } *1354.90*  
Less Crew Space } *49.34*  
Engine Room &c } *1305.56*  
Regd. Tonnage } *433.57*  
as cut on Beam } *841.99*

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
HALF BREADTH (moulded)... *16.12*  
DEPTH from upper part of Keel to top of Upper Deck Beams *10.13*  
GIRTH of Half Midship Frame (as per Rule) ... *31.55*  
1st NUMBER ... *66.5*  
1st NUMBER, if a THREE-DECKED VESSEL  
[deduct 7 feet]  
LENGTH ... *238.5*  
2nd NUMBER ... *15060*  
PROPORTIONS—Breadths to Length *19.99* *7.4*  
Depths to Length—Upper Deck to Keel ... *12.6*  
Main Deck ditto ...

Built at *Port Glasgow*  
When built *1879-80* Launched *13<sup>th</sup> April 1880*  
By whom built *Blackwood & Gordon*  
Owners *Ardrossan Shipping Co.*  
Port belonging to *Ardrossan*  
Destined Voyage *Odessa*  
If Surveyed while Building, Afloat, or in Dry Dock.  
*While Building and afloat.*

WIDTH of deck as per Rule *23.05* BREADTH—Moulded... *32.24* DEPTH top of Floors to Upper Deck Beams *17.16* Power of Engines *120* N<sup>o</sup>. of Decks with flat laid *1* N<sup>o</sup>. of Tiers of Beams *2*

Dimensions of Ship per Register, length, *240.4* breadth, *32.35* depth, *19.0*

KEEL, depth and thickness ... *Iron 8 1/2 x 2 1/2*  
STEM, moulding and thickness... *8 x 2 1/2*  
STERN-POST for Rudder do. do. ... *10 1/2 x 4 1/4*  
" " for Propeller ... *23*  
Distance of Frames from moulding edge to moulding edge, all fore and aft ... *23*

FRAMES, Angle Iron, for 1/2 length amidships ... *4 3 11 4 3 11*  
Do. for 1/2 at each end ... *4 3 10 4 3 10*  
REVERSED FRAMES, Angle Iron ... *3 3 10 3 3 10*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *20*  
" thickness at the ends of vessel ... *15*  
" depth at 1/2 the half-bdth. as per Rule ... *10*  
" height extended at the Bilges...  
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron *5 1/2 3 11 5 1/2 3 11*  
Single or double Angle Iron on Upper edge ... *23*  
Average space...  
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 *8 x 13 8 x 13*  
Single or double Angle Iron on Upper Edge *3 3 10 3 3 10*  
Average space...  
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates *16 x 16 16 x 16*  
" Rider Plate ...  
" Bulb Plate to Intercoastal Keelson ... *5 3 1/2 15 5 3 1/2 15*  
" Angle Irons ...  
" Double Angle Iron Side Keelson ...  
" Side Intercoastal Plate ...  
" do. Angle Irons ...  
" Attached to outside plating with angle iron  
BILGE Angle Irons ...  
" do. Bulb Iron...  
" do. Intercoastal plates riveted to plating for length  
BILGE STRINGER Angle Irons ...  
Intercoastal plates riveted to plating for length  
SIDE STRINGER Angle Irons ... *5 3 1/2 15 5 3 1/2 15*

Transoms, material. Knight-heads. Hawse Timbers. *Steel*  
Windlass *Iron*. Napiers. Pall Bitt *Patent & Capstan*.

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 *across* middle line to *above hold beam* 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 1/8* in. diameter, averaging *5 5/8* 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 1/2* ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* ins. from centre to centre.  
" Butts of *3* 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 clencher, double *single* riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* 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 *1/2* length amidships.  
" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.  
" Breadth of laps of plating in double riveting *5 1/4* *4 1/2* Breadth of laps of plating in single riveting *2 9/8*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double *single* Riveted?  
Waterway, how secured to Beams *Steel deck*. (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? *By Solid welded knees*. No. of Breasthooks, *3* Crutches, *2*  
What description of *Steel* is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
Manufacturer's name or trade mark, *James Laidore Steel, also outside plating, inner bottom, deck plating and all other parts, excepting bulbs from Steel Co. of Scotland.*  
The above is a correct description.  
Owner's Signature, *John Blackwood & Gordon* Surveyor's Signature, *J. J. Walter*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 493-0339



