

IRON SHIP.

No. *4916* Survey held at *Port Glasgow* Date, First Survey *15th March* Last Survey *21st Dec 1880*
On the *J. S. S. "Advance"* Master *W. Prout* 1880

1044.44
52.54
96.39
129.40
34.54
1390.64
64.36
1326.28
445.00
881.28

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) *16.9*
DEPTH from upper part of Keel to top of Upper Deck Beams *19.0*
GIRTH of Half Midship Frame (as per Rule) *33.95*
1st NUMBER *69.65*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *✓*
LENGTH *243.6*
2nd NUMBER *16966*
PROPORTIONS—Breadths to Length *7.*
Depths to Length—Upper Deck to Keel *12.8*
Main Deck ditto *✓*

Built at *Port Glasgow.*
When built *1880.* Launched *1st Dec 1880.*
By whom built *Messrs R. Duncan & Co.*
Owners *J. R. Thompson & Co.*
Port belonging to *Cardiff.*
Destined Voyage *Bordeaux.*
If Surveyed while Building, Afloat, or in Dry Dock.
While building and afloat.

LENGTH on deck as per Rule *243* Feet. *7* Inches. BREADTH—Moulded... *33* Feet. *9 1/2* Inches. DEPTH top of Floors to Upper Deck Beams *16* Feet. *—* Inches. Do. do. Main Deck Beams *16* Feet. *—* Inches. Power of Engines *150* Horse. No. of Decks with flat laid *1 and R. & D.* No. of Tiers of Beams *2*

Dimensions of Ship per Register, length *244.65* breadth *34.1* depth *15.45* *18.6*

EEL, depth and thickness *See opposite, flat keel.*
STEM, moulding and thickness... *8 1/2 x 2 1/2*
TERN-POST for Rudder do. do. *8 1/2 x 5*
" for Propeller *8 1/2 x 5*
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 x 3*
Do. for 1/4 at each end... *4 1/2 x 3*
REVERSED FRAMES, Angle Iron... *3 x 3*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships... *36 x 6*
" thickness at the ends of vessel *cellular bottom*
" depth at 1/2 the half-bdth. as per Rule *as per middle*
" height extended at the Bilges... *section applied*

BEAMS, Upper, Spar, or Awning Deck... *5 1/2 x 3*
Single or double Ang. Iron, Plate or Tee Bulb Iron... *5 1/2 x 3*
Single or double Angle Iron on Upper edge... *5 1/2 x 3*
Average space... *8 1/2*

BEAMS, Main, or Middle Deck... *4 x 9*
Single or double Ang. Iron, Plate or Tee Bulb Iron... *4 x 9*
Single, or double Angle Iron, on Upper Edge... *4 x 9*
Average space... *8 1/2*

BEAMS, Lower Deck, Hold, or Galley... *4 x 9*
Single or double Ang. Iron, Plate or Tee Bulb Iron... *4 x 9*
Single or double Angle Iron on Upper Edge... *4 x 9*
Average space... *8 1/2*

KEELSONS Centre line, single or double plate... *36 x 9*
" Intercoastal, Plates... *48 x 8*
Rider Plate on Centre line... *48 x 8*
Bulb Plate to Intercoastal Keelson... *6 1/2 x 11*
Angle Irons *6 1/2 x 11*
Double Angle Iron Side Keelson... *6 1/2 x 11*
Side Intercoastal Plates... *6*
" do. Angle Irons... *3 x 3*
" Attached to outside plating with angle iron... *3 x 3*

BILGE Angle Irons... *5 x 4*
" do. Bulb Iron... *5 x 4*
" do. Intercoastal plates riveted to plating for length... *5 x 4*

BILGE STRINGER Angle Irons... *5 x 4*
Intercoastal plates riveted to plating for length... *5 x 4*

SIDE STRINGER Angle Irons... *5 x 4*

Transoms, material. Knight-heads. Hawse Timbers. *Plates & angles.*

Windlass *Harfield's.* *4 Steam winches.*

The FRAMES extend in one length from *Keel to flange plate, and from flange plate to fore-castle, upper edge of R. & D. Stringers.*

The REVERSED ANGLE IRONS on floors and frames extend from middle line to *flange plate and from flange plate to hold and 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 1/16* in. diameter, averaging *5* 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 1/2* 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 *3* Strakes at Bilge for *half* length, treble riveted with Butt Straps *7/16* thicker than the plates they connect.

" Edges from bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 1/2* 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 *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*.

IRON 497-0227

98675 Luon

Do any rivets break into or through the seams or butts of the plating? *In a few cases at the butts only.*

Foremast. 3 plates in round. 64. 9' extreme length; at keel $17 \times 5/16$: at deck $23\frac{1}{2} \times \frac{6}{16}$ at rigging $18\frac{1}{2} \times \frac{5}{16}$
Main — — — — — 62-10 — — — — — 19 $\times \frac{5}{16}$ — — — — — $33\frac{1}{2} \times \frac{6}{16}$ — — — — — $18\frac{1}{2} \times \frac{5}{16}$

Hatches, If strong and efficient? *Yes, and Solid 3 inches thick.*

General Remarks (State quality of workmanship, &c.) *Workmanship and Materials good.*

The centre vert^l. Keelson plate is $\frac{9}{16}$ " thick and connected to floors by double angle
irons on each side, and braced. Three plates are fitted to Keelson plate at
alternate frames, ^{before and abaft Engines.} the Centre flat plate of inner bottom is double riveted
at the edges and butts; Strong beams and web-frames are fitted in the Engine
and boiler space; the sheerside is doubled in way of the break of the
raised quarter-deck and all other requirements of the Committee have
been complied with.

The Cellular bottom has been tested by a head water to load line & found tight

How are the surfaces preserved from oxidation? Inside *Cemented to upper part of the*
Legs and 3 Coats paint above. Outside *3 Coats of paint*

I am of opinion this Vessel should be Classed 100 A. 1. ✕

The amount of the Entry Fee£ 5: 0: 0 is received by me,

Special £ 58 : 3 : 0 28 Dec 1870

Certificate ... 0: 0: 0

(Travelling Expenses, if any, £

Committee's Minute

Friday, December 31st, 1880.

Character assigned

100A

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

This name is of
the importance to the
Lloyd's Register
Foundation