

# IRON SHIP.

No. 4017 Surveyed at Dundee Date, First Survey 22<sup>nd</sup> Jan Last Survey 7<sup>th</sup>  
 the Barque "Clarris" Master J. Key

Official Number 75790

TONNAGE under Tonnage Deck } <u>1075.57</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Do of Third, Spar, or Awning Deck. } <u>76.42</u>	SPAR, OR AWNING-DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk. } <u>16.24</u>	HALF BREADTH (moulded) . . . . . <u>17.4</u> Feet.
Ditto of Houses on Deck } <u>37.78</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>23.9</u>
Ditto of Forecastle } <u>1206.01</u>	GIRTH of Half Midship Frame (as per Rule) . . . . . <u>35.11 1/2</u>
Gross Tonnage } <u>53.52</u>	1st NUMBER . . . . . <u>77.0 1/2</u>
Less Crew Space } <u>1150.49</u>	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
Less Engine Room } <u>1150.49</u>	LENGTH . . . . . <u>218.6</u>
Register Tonnage as out on Beam } <u>1150.49</u>	2nd NUMBER . . . . . <u>16833</u>
	PROPORTIONS—Breadths to Length . . . . . <u>6.3</u>
	Depths to Length—Upper Deck to Keel . . . . . <u>9.2</u>
	Main Deck ditto . . . . . <u>9.2</u>

Built at Dundee  
 When built 1876. Launched 1876  
 By whom built Messrs A. Stephenson  
 Owners D. Bruce & Co.  
 Port belonging to Dundee.  
 Destined Voyage Queenstown.  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule . . . . . <u>218.6</u>	BREADTH Moulded . . . . . <u>34.8</u>	DEPTH top of Floors to Upper Deck Beams . . . . . <u>21.9</u>	Do. do. Lower Deck Beams . . . . . <u>14.3</u>	Power of Engines . . . . .	Horse . . . . .	N <sup>o</sup> . of Decks with flat laid . . . . . <u>Two</u>	N <sup>o</sup> . of Tiers of Beams . . . . . <u>Two</u>
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Dimensions of Ship per Register, length, <u>225.3</u> breadth, <u>34.85</u> depth, <u>21.9</u> .	Inches in Ship.			Inches per Rule.			Flat Keel Plates, breadth and thickness . . . . .	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.					
KEEL, depth and thickness . . . . .	<u>9</u>	<u>2 1/2</u>	<u>8</u>	<u>9</u>	<u>2 1/2</u>	<u>8</u>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied . . . . .	<u>36</u>	<u>11</u>	<u>36</u>	<u>11</u>
STEM, moulding and thickness . . . . .	<u>8 1/2</u>	<u>2 1/2</u>	<u>8</u>	<u>8 1/2</u>	<u>2 1/2</u>	<u>8</u>	fm up. part of Bilge to lr. edge of Sh'rstrake	<u>2</u>	<u>10</u>	<u>36</u>	<u>10</u>
STERN-POST for Rudder do. do. for Propeller . . . . .	<u>8 1/2</u>	<u>2 1/2</u>	<u>8</u>	<u>8 1/2</u>	<u>2 1/2</u>	<u>8</u>	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>1</u>	<u>10</u>	<u>36</u>	<u>10</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . .	<u>24</u>			<u>24</u>			Up or Spar Dk Sh'rstrake, brdth & thickness	<u>40</u>	<u>12</u>	<u>40</u>	<u>12</u>
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end . . . . .	<u>5</u>	<u>3</u>	<u>8</u>	<u>5</u>	<u>3</u>	<u>8</u>	Butt Straps to outside plating, breadth & thickness	<u>11 1/2</u>	<u>16 3/4</u>	<u>11 1/2</u>	<u>16 3/4</u>
REVERSED FRAMES, Angle Iron . . . . .	<u>3 1/2</u>	<u>3</u>	<u>8</u>	<u>3 1/2</u>	<u>3</u>	<u>8</u>	Lengths of Plating . . . . .	<u>10-0</u>		<u>10-0</u>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges . . . . .	<u>24</u>	<u>9</u>	<u>8</u>	<u>24</u>	<u>9</u>	<u>8</u>	Shifts of Plating, and Stringers . . . . .	<u>2</u>	<u>Spaces</u>	<u>2</u>	<u>Spaces</u>
BEAMS, Upper Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space . . . . .	<u>8 1/2</u>	<u>8</u>	<u>8</u>	<u>8 1/2</u>	<u>8</u>	<u>8</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness . . . . .				
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 . . . . .	<u>3</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>3</u>	<u>7</u>	Angle Iron on ditto . . . . .				
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space . . . . .	<u>8 1/2</u>	<u>8</u>	<u>8</u>	<u>8 1/2</u>	<u>8</u>	<u>8</u>	Tie Plates fore and aft, outside Hatchways				
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	<u>17</u>	<u>12</u>	<u>12</u>	<u>17</u>	<u>12</u>	<u>12</u>	Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling				
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	Waterways do. do. Flat of Upper Deck do. do. How fastened to Beams Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>42</u>	<u>10</u>	<u>42</u>	<u>10</u>
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	Is the Stringer Plate attached to the outside plating? <u>Yes.</u>				
STRINGER Angle Irons	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>	<u>9</u>	Angle Irons on ditto, No. <u>2</u> <u>3 1/2</u> x <u>2 3/4</u> x <u>7/16</u>	<u>5</u>	<u>4</u>	<u>5</u>	<u>4</u>

Plates & Angles. Iron, Emerton & Bull Pitt Walker's Patent.  
 Frames extend in one length from Centre line to main forecabin & 2nd Sts Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.  
 REVERSED ANGLE IRONS on floors and frames extend from the middle line to upper deck stringers and to alternately  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? well connected And butts properly shifted? properly shifted  
 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 7/8 in. diameter, averaging 4 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.  
 Butts of three 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 or single riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 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 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 6 diam Breadth of laps of plating in single riveting 3 1/2 diam  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double  
 Waterway, how secured to Beams Butter. (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? welded bracket ends riveted to ribs and stringers. No. of Breasthooks, 6 Crutches, 6  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good  
 Manufacturer's name or trade mark, Angles & Bulbs Crossed Irons; Plates Connell Irons  
 The above is a correct description.  
 Builder's Signature, Wm Stephen & Sons Surveyor's Signature, J. Key  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

