

# IRON SHIP.

No. 4032 Survey held at Montrose Date, First Survey 27<sup>th</sup> June 1876 Last Survey 9<sup>th</sup> Feb 1877

On the S.S. City of Gloucester Master Wm. Watkins

TONNAGE under Tonnage Deck 195.40 ONE, OR TWO-DECKED, THREE-DECKED VESSEL.  
 Ditto of Third, Spar, or Awning Deck. 30.21 SPAR, OR AWNING-DECKED VESSEL.  
 Ditto of Poop, or Raised Qr. Deck. 2.85 HALF BREADTH (moulded) 10.48 Feet.  
 Ditto of Houses on Deck 2.40 DEPTH from upper part of Keel to top of Upper Deck Beams 11.21  
 Ditto of Forecastle 6.35 GIRTH of Half Midship Frame (as per Rule) 19.25  
 Gross Tonnage 235.21 1st NUMBER 40-94  
 Less Crew Space 10.43 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 136.0  
 Less Engine Room 90.67 2nd NUMBER 5567.8  
 Register Tonnage (as cut on Beam) 134.10 PROPORTIONS—Breadths to Length 6.44  
 Depths to Length—Upper Deck to Keel 12.1  
 Main Deck ditto ✓

Built at Montrose  
 When built 1876-1877 Launched 7<sup>th</sup> Nov. 76  
 By whom built Messrs Black & Noble  
 Owners The Gloucester S.S. Co. Ltd.  
 Port belonging to Gloucester  
 Destined Voyage Coasting  
 If Surveyed while Building, Afloat, or in Dry Dock. While Building and Afloat.

LENGTH on deck as per Rule 136 Feet. Inches. BREADTH Moulded 20 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 10 Feet. Inches. Power of Engines 55 Horse. No. of Decks with flat laid One No. of Tiers of Beams One

Dimensions of Ship per Register, length 137.25 breadth 21.1 depth 10.0

	Inches in Ship.	Inches per Rule.						
KEEL, depth and thickness	7 x 1 1/2	7 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4
STEM, moulding and thickness	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	6 1/2 x 1 1/2	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4
STERN-POST for Rudder do. do. for Propeller	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4	7 x 3 1/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	3 2 1/2	3 2 1/2	3 2 1/2	3 2 1/2	3 2 1/2	3 2 1/2	3 2 1/2	3 2 1/2
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
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.	12 x 6	12 x 6						
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.	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7
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.	4 2	4 2	4 2	4 2	4 2	4 2	4 2	4 2
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.	4 2	4 2	4 2	4 2	4 2	4 2	4 2	4 2
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate Angle Irons Attached to outside plating with angle iron	10 1/2 x 8	10 x 8	7 x 8	6 1/2 x 8	3 3 6	3 3 6	3 3 6	3 3 6
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6
SIDE STRINGER Angle Irons	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6	3 3 6

Flat Keel Plates, breadth and thickness ...  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 2 1/2 ft. up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness  
 Butt Straps to outside plating, breadth & thickness 3 1/4 x 6 1/2  
 Lengths of Plating ...  
 Shifts of Plating, and Stringers ...  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ...  
 Angle Iron on ditto ...  
 Tie Plates fore and aft, outside Hatchways ...  
 Diagonal Tie Plates on Beams, No. of Pairs, Planksheer material and stringing ...  
 Waterways do. do. Gutter Cement  
 Flat of Upper Deck do. do. 3  
 How fastened to Beams By Galv. Sec. Bolts  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...  
 Is the Stringer Plate attached to the outside plating?  
 Angle Irons on ditto, No. ...  
 Tie Plates, outside Hatchways ...  
 Diagonal Tie Plates on Beams, No. of pairs ...  
 Waterways materials and scantlings ...  
 Flat of Middle Deck do. do. ...  
 How fastened to Beams ...  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...  
 Is the Stringer Plate attached to the outside plating?  
 Angle Irons on ditto, No. ...  
 Stringer or Tie Plates, outside Hatchways ...  
 Flat of Lower Deck ...  
 Ceiling betwixt Decks, thickness and material ...  
 in hold do. do. 2 Pine  
 Main piece of Rudder, diameter at head ...  
 do. at heel ...  
 Can the Rudder be unshipped afloat? Yes  
 Bulkheads No. 4, Thickness of 4  
 Height up To Main & R. Q. Dks  
 How secured to sides of ship between double frames  
 Size of Vertical Angle Irons 2 1/2, 2 1/2, 4 and distance apart 30 ins.  
 Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. 4 plates & angles  
 Windlass Iron, Brown and Warfield's patent  
 The FRAMES extend in one length from Keel to top height amidships, in way of R. & D. S., and in way of anchor platform; at other parts, to Gunwale.  
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to 6" above side str. but in way of R. & D. S. every one or two 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 in. diameter, averaging 5 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 — Strakes at Bilge for — length, treble riveted with Butt Straps — thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or 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 edge upper Sheerstrake, double or single riveted.  
 Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.  
 Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
 Breadth of laps of plating in double riveting 4 1/8. Breadth of laps of plating in single riveting 2 3/4  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
 Waterway, how secured to Beams either. (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? by knee plates riveted. No. of Breasthooks, two. Crutches, one  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good.  
 Manufacturer's name or trade mark, J. Abbott & Co. Floor plates. Consett; Shell. Consett; Beamis. J. Abbott & Co.

The above is a correct description.  
 Builder's Signature, Black & Noble Surveyor's Signature, J. D. Muntz  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

