

IRON SHIP.

No. 12408 Survey held at Sunderland Date, First Survey Nov 17 1879 Last Survey April 26 1880
On the S.S. Florence Master J. Farguhar

TONNAGE under Tonnage Deck 1726.56
Ditto of Poop, 79.09
Ditto of Houses on Deck 71.17
Ditto of Forecastle 139.49
Gross Tonnage 40.66
Less Crew Space 2056.97
Less Engine Room 52.99
Register Tonnage as cut on Beam 658.23
1345.75

ONE OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded)... 19.17
DEPTH from upper part of Keel to top of Upper Deck Beams 22.75
GIRTH of Half Midship Frame (as per Rule) 37.90
1st NUMBER 79.82
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH 264.
2nd NUMBER 21,072
PROPORTIONS—Breadths to Length 6.8 6 and under 7
Depths to Length—Upper Deck to Keel 11.3 11-11-11-12
Main Deck ditto

Built at Sunderland
When built 1880 Launched 24 March
By whom built J. L. Thompson & Sons
Owners Gordon & Stamp
Port belonging to London
Destined Voyage Hamburg
+ Surveyed while Building Afloat, or in Dry Dock.

LENGTH on deck as per Rule 264 0 BREADTH Moulded 38 4 DEPTH top of Floors to Upper Deck Beams 20 9
Do. do. Main Deck Beams 20 9 Power 200 Horse. No. of Decks with flat laid one
No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 265.3 breadth, 38.5 depth, 20.9

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 5	9 x 5	" " for Propeller	24	24
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24			
FRAMES, Angle Iron, for 2/3 length amidships	5 3 8	5 3 8	Do. for 1/3 at each end	5 3 7	5 3 7
REVERSED FRAMES, Angle Iron	3 1/2 3 8	3 1/2 3 8	FLOORS, depth and thickness of Floor Plate	24 10	24 10
at mid line for half length amidships	8	8	thickness at the ends of vessel	12	12
depth at 3/4 the half-bdth. as per Rule	12	12	height extended at the Bilges	9 9	9 9
BEAMS, Upper, Spar, or Awning Deck	9 9	9 9	Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 3 7	3 1/2 3 7
Single or double Angle Iron on Upper edge	3 1/2 3 7	3 1/2 3 7	Average space	10 10	10 10
BEAMS, Main, or Middle Deck	10 10	10 10	Single or double Angle Iron, Plate or Tee Bulb Iron	4 4 9	4 4 9
Single or double Angle Iron on Upper Edge	4 4 9	4 4 9	Average space	18 13	18 13
BEAMS, Lower Deck, Hold, or Orlop	12 13	12 13	Single or double Angle Iron on Upper Edge	5 1/2 4 9	5 1/2 4 9
Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 4 9	5 1/2 4 9	Average space	3 1/2 3 8	3 1/2 3 8
KEELSONS Centre line, single or double plate, box or intercostal, Plates	3 1/2 3 8	3 1/2 3 8	" Rider Plate	5 1/2 4 9	5 1/2 4 9
" Bulb Plate to Intercostal Keelson	5 1/2 4 9	5 1/2 4 9	" Angle Irons	5 1/2 4 9	5 1/2 4 9
" Double Angle Iron Side Keelson	5 1/2 4 9	5 1/2 4 9	" Side Intercostal Plate	3 1/2 3 8	3 1/2 3 8
" Side Intercostal Plate	3 1/2 3 8	3 1/2 3 8	" do. Angle Irons	5 1/2 4 9	5 1/2 4 9
" Attached to outside plating with angle iron	5 1/2 4 9	5 1/2 4 9	BILGE Angle Irons	5 1/2 4 9	5 1/2 4 9
BILGE Angle Irons	5 1/2 4 9	5 1/2 4 9	" do. Bulb Iron	7	9 9
" do. Intercostal plates riveted to plating for length	5 1/2 4 9	5 1/2 4 9	BILGE STRINGER Angle Irons	5 1/2 4 9	5 1/2 4 9
BILGE STRINGER Angle Irons	5 1/2 4 9	5 1/2 4 9	Intercostal plates riveted to plating for length		
SIDE STRINGER Angle Irons					

Flat Keel Plates, breadth and thickness 48 12 36 12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 10.11 10.11
of doubling at Bilge, or increased thickness, and length applied 25 1/2 1 25 1/2 1
fm up. part of Bilge to l. edge of Sh'rstrake. 10.11 10.11
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 40 14 40 14
Up. or Spar Dk Sh'rstrake, brdth & thickness 40 14 40 14
Butt Straps to outside plating, breadth & thickness 9 1/2 19 8 1/2 15 9 1/2 19 8 1/2 15
Lengths of Plating 7 1/2 19 8 1/2 15 9 1/2 19 8 1/2 15
Shifts of Plating, and Stringers 7 1/2 19 8 1/2 15 9 1/2 19 8 1/2 15
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 40 10 40 10
Angle Iron on ditto 5 1/2 x 4 x 9 5 1/2 4 9
Tie Plates fore and aft, outside Hatchways 10 10 10 10
Diagonal Tie Plates on Beams No. of Pairs 10 10 10 10
Planksheer material and scantling 10 10 10 10
Waterways do. do. 10 10 10 10
Flat of Upper Deck do. do. 8 1/2 6 5 8 1/2 6 5
How fastened to Beams 10 10 10 10
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 10 10 10 10
Is the Stringer Plate attached to the outside plating? 10 10 10 10
Angle Irons on ditto, No. 10 10 10 10
Tie Plates, outside Hatchways 10 10 10 10
Diagonal Tie Plates on Beams, No. of pairs 10 10 10 10
Waterways materials and scantlings 10 10 10 10
Flat of Middle Deck do. do. 10 10 10 10
How fastened to Beams 10 10 10 10
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 35 9 35 9
Is the Stringer Plate attached to the outside plating? 10 10 10 10
Angle Irons on ditto, No. 10 10 10 10
Stringer or Tie Plates, outside Hatchways 10 10 10 10
Flat of Lower Deck 10 10 10 10
Ceiling betwixt Decks, thickness and material 10 10 10 10
in hold do. do. 10 10 10 10
Main piece of Rudder, diameter at head 6 3/4 6 3/4
do. at heel 3 1/2 3 1/2
Can the Rudder be unshipped afloat? 10 10 10 10
Bulkheads No. 10 10 10 10
Height up 10 10 10 10
How secured to sides of ship 10 10 10 10
Size of Vertical Angle Irons 3 1/2 3 1/2 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? 10 10 10 10

Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Hartfield's Patent PA 1/2 Secured to plates 10

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold B^m St^m and Gun^m 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 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 half length, treble riveted with Butt Straps 1 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 10

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and treble riveted
Waterway, how secured to Beams (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? bracket knees riveted to frames No. of Breasthooks, Six Crutches, three
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Pr. frame & Keel Iron
Manufacturer's name or trade mark, Plates & Cousitt & Co and Angles and Bulbs & Weather & Quay Forge Co

The above is a correct description.
Builder's Signature, Joseph L. Thompson Surveyor's Signature, Joseph L. Thompson
Surveyor to Lloyd's Register of British and Foreign Shipping.

