

# IRON SHIPS.

No. 3553 Survey held at Glasgow Date, First Survey 21 August 1871 Last Survey 31 Aug 1872  
On the S.S. Louisiana Master Stewart

Rec 10/10/72

Tonnage under Tonnage Deck <u>1875.26</u>	<b>ONE, OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.</b>	<b>THREE DECKED VESSELS.</b>	Built at <u>Glasgow</u>
Ditto of Third Spar, or Awning Deck.	Half moulded breadth <u>17.5</u>	Total Depth if three or more Decks <u>39.25</u>	When built <u>1871 &amp; 1872</u> Launched <u>19 Aug 1872</u>
Ditto of Poop, or Raised Or. Dk.	Depth from upper part of Keel to top of Upper Deck Beams <u>26.75</u>	Total Girth of Half Mid-ship Frame <u>39.25</u>	By whom built <u>J. Wigham &amp; Co</u>
Ditto of Houses on Deck <u>54.06</u>	Girth of Half Midship Frame (as per Rule) <u>39.25</u>	3rd Number <u>83.50</u>	Owners <u>James J. McNamee &amp; Co</u>
Ditto of Forecastle	1st Number <u>24924</u>	Length <u>11.1</u>	Port belonging to <u>Glasgow</u>
Gross Tonnage <u>1869.32</u>	2nd Number <u>24924</u>	4th Number <u>8.5</u>	Destined Voyage <u>Liverpool New Orleans</u>
Crew Space, as per Rule <u>54.46</u>	Depths to Length <u>11.1</u>	Breadths to Length <u>8.5</u>	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage, as per 1869 Act <u>1869.32</u>			
Engine Room <u>598.18</u>			
Register Tonnage, as a Steamer, cut on Beam <u>1216.68</u>			

Length on deck as per Rule, 48.5 Feet. Inches. Moulded Breadth, 35 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 24.9 Feet. Inches. Power of Engines, 220 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, 300.3 breadth, 35 depth, 24.45

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	10ths required per Rule.
Keel, if bar iron, depth and thickness	<u>11 4 2 3/4</u>	<u>10 4 2 3/4</u>						
Do. if centre through plate, depth and thickness	<u>10 4 2 3/4</u>	<u>10 4 2 3/4</u>						
Stem, if bar iron, moulding and thickness	<u>10 4 2 3/4</u>	<u>10 4 2 3/4</u>						
Stern-post for Rudder do. do.	<u>10 4 5 1/2</u>	<u>10 4 5 1/2</u>						
Stern-post for Propeller	<u>24 in</u>	<u>24 in</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24 in</u>	<u>24 in</u>						
Frames, size of Angle Iron, for 1/2 length amidships	<u>5 3/2 9/16</u>	<u>5 3/2 9/16</u>						
Do. for 1/4 at each end	<u>5 3/2 7/16</u>	<u>5 3/2 7/16</u>						
Reversed Frames, size of Angle Iron	<u>3 1/2 3/2 7/16</u>	<u>3 1/2 3/2 7/16</u>						
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>23</u>	<u>10 1/2 2 3/4</u>						
Do. at the ends	<u>9 1/2 9/16</u>	<u>9 1/2 9/16</u>						
Do. do. do. at Bilge Keelson	<u>4 4 9/16</u>	<u>4 4 9/16</u>						
Do. height extended at the Bilges	<u>twice</u>	<u>twice</u>						
Beams, Upper, Spar, or Awning Deck (No. <u>1</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>9 3/2 3/2 7/16</u>	<u>8 1/2 3 3/4 6/16</u>						
Average space	<u>48</u>	<u>48</u>						
Beams, Main or Middle Deck (No. <u>2</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>9 3/2 3/2 7/16</u>	<u>8 1/2 3 3/4 6/16</u>						
Average space	<u>48</u>	<u>48</u>						
Beams, Lower Deck, Hold or Orlop (No. <u>3</u> ) single or double Ang. Iron, Plate or Tee Bulb Iron	<u>6 3 6/16</u>	<u>none</u>						
Average space	<u>48</u>	<u>48</u>						
Keelson Centre line, single or double plate, box, or Intercostal, size of Plates	<u>9/16</u>	<u>9/16</u>						
Do. Bulb Plate to Intercostal Keelson	<u>4 4 9/16</u>	<u>4 4 9/16</u>						
Do. Size of Angle Irons	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Do. Side Intercostal Keelson, size of Plates	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Do. Angle Irons on tops of Floors	<u>9</u>	<u>8 1/2 9/16</u>						
Do. Bilge Keelson, Bulb Iron	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Do. do. Intercostal plates riveted to plating for length	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Do. do. Angle Irons	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Side Stringers (No. <u>1</u> ) size of Angle Irons	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Do. Intercostal plates riveted to plating for length	<u>6 4 4 9/16</u>	<u>6 4 4 9/16</u>						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.								
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>								
Windlass <u>Iron Patent</u> / Pall Bitt <u>none</u>								
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> Riveted through plates with ( <u>3/4</u> in.) Rivets, about <u>6</u> apart.								
The Reverse Angle Irons on the floors and frames extend <u>from</u> the middle line to <u>Middle</u> and to <u>upper bulk</u> alternately								
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u> And are their butts properly shifted? <u>yes</u>								
Plates, Garboard, double <u>or</u> Riveted to Keel, double <u>or</u> at upper edge, with Rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 7/8</u> ins.) from centre to centre.								
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double <u>or</u> single Riveted; with Rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 7/8</u> ins.) from centre to centre.								
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>1 1/2 1/16</u> ) thick, double <u>or</u> single Riveted; with Rivets ( <u>7/8</u> in.) diameter averaging ( <u>3 7/8</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>no</u>								
Do. of <u>3</u> Strakes at Bilge for <u>half</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.								
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double <u>or</u> single riveted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 7/8</u> ins.) from centre to centre.								
Do. Edges of Sheerstrake, Main, double <u>or</u> single Riveted. Upper, double <u>or</u> single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>								
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>1 1/16</u> ) thick, double <u>or</u> single Riveted; with Rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3 7/8</u> ins.) from centre to centre.								
Do. Butts of Main Sheerstrake, double <u>or</u> treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double <u>or</u> treble Riveted for <u>half</u> length amidships. Breadth of laps of plating in double Riveting ( <u>6 times</u> ) Breadth of laps of plating in single Riveting ( <u>3 1/2 times</u> )								
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double <u>or</u> single Riveted?								
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)								
Beams of the various Decks, how secured to the sides? <u>By Under turned down</u> No. of Breasthooks, <u>5</u> Crutches, <u>15</u>								
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Moulded &amp; Flat Iron</u>								
Manufacturer's name or trade mark, <u>Messrs Iron works</u>								

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, James J. McNamee Surveyor's Signature, James J. McNamee

7120-25410-0217

10626 Iron Plated

Workmanship. Are the butts of plating planed or otherwise fitted? Plated  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? yes  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? single pieces  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit. Iron Masts Wood Yards Noque rigged

Tested at Sheffordshire by Mr. Rende  
March 28 and 29 1872

Tested at Sheffordshire by Mr. Rende  
March 29 1872

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Number for equipment	24924	300	1 7/8	63 5/20	1 13/16	59 3/20	Bowers ....	3	34.0.21	31.15.17	32.0.0	30 3/20
	Fore Sails,	Chain .....						(State Machine where Tested, and name of Superintendent).		34.1.14	31.18.214	" " "	" " "
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						Stream ....	1	30.0.16	28.15.00	27.0.23	26 10/20
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 3/16		1 3/16		Kedges ....	2	13.2.0		13.0.0	
	Main Sails,	Hawser .....	90	11		11				6.3.0		6.2.0	
	Main Top Sails,	Towlines ....	90	7		7				3.1.10		3.1.0	
		Warp .....	90	5		5							
		All of <u>good</u> quality											

Her Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has one Long Boats and 2 fitted with bronze

The present state of the Windlass is good Capstan good and Rudder good Pumps good and efficient

Engine Room Skylights.—How constructed? Plate and angle iron How secured in ordinary weather? Sheet glass and brass rods.

What arrangements are there for deadlights in such for bad weather? Dead lights of teak with brass eyes.

Coal Bunker Openings.—How constructed? Iron castings How are lids secured? Slots How high above deck? flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Flush deck

Cargo Hatchways.—How formed? Plate and angle iron State size 12 x 10 - 12 - 48.

If of extraordinary size, state how framed and secured? One Shipping Beam Main Hatch

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 16 ft x 10

Order for Special Survey No.	DATE	of	1st.
777	11 July 1871	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought <u>built under</u>
		while building	2nd. On the plating during the progress of riveting <u>Special Survey from 21 August</u>
		as per	3rd. When the beams were in and fastened, and before the decks were laid <u>off to 31 August 1872</u>
		Section 18.	4th. When the ship was complete, and before the plating was finally coated or cemented <u></u>
			5th. After the ship was launched and equipped <u></u>

General Remarks, This vessel has been built in accordance with the Rules for 1871 and 1872 for a two deck ship with Oblop Beams and as per Builders plan attached. It will be noticed that the straining in bulk is less in thickness than the Rule but is very fully compensated for by Oblop Beams and studded there is a flat laid on Oblop Beams from forward to about fifty feet aft. The Rules having been fully complied with consider her strength for the grade sought.

State if one, two or three decked vessel, or if open or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement and paint Outside Paint and red lead

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

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

Special .....£ 4/14 : 6 } accounted for in

Certificate .... gratis : } September Fee List

(Travelling Expenses) (if any), £ 4 - 4/2

Committee's Minute 11<sup>th</sup> Decr 1872

Character assigned 100 A 1

McE. J.P.W.

