

IRON SHIPS.

No. 3553 Survey held at Glasgow

Date, First Survey 21 Aug 1871 Last Survey 31 Aug 1872

On the S.S. Louisiana

Master Stewart

Tonnage under Tonnage Deck 1875.26

Ditto of Third Spar, or Awning Deck.

Ditto of Poop, or Raised Or. Dk.

Ditto of Houses on Deck 54.06

Ditto of Forecastle

Gross Tonnage 1869.32

Crew Space, as per Rule 54.46

Register Tonnage, as per Rule 1869.32

Engine Room 548.18

Register Tonnage, as a Steamer, cut on Beam 1216.68

ONE, OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.

Half moulded breadth 17.5

Depth from upper part of Keel to top of Upper Deck Beams 26.75

Girth of Half Midship Frame (as per Rule) 39.25

1st Number 83.50

Length 248.50

2nd Number 24924

Depths to Length 11.1

THREE DECKED VESSELS.

Half Moulded Breadth....

Total Depth if three or more Decks....

Total Girth of Half Midship Frame....

3rd Number....

Length....

4th Number....

Breadths to Length....

Built at Glasgow

When built 1871-1872 Launched 19 Aug 1872

By whom built J. Wigham and Co

Owners James J. McNamee & Co

Port belonging to Glasgow

Destined Voyage Liverpool New Orleans

If Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule 248.5 Feet. Inches. Moulded Breadth 35 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 24.45 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, 248.5 breadth, 35 depth, 24.45

Keel, if bar iron, depth and thickness 11 x 2 3/4 Inches in Ship. Inches required per Rule. 10 x 2 3/4

Do. if centre through plate, depth and thickness 10 x 2 3/4 Inches in Ship. Inches required per Rule. 10 x 2 3/4

Stem, if bar iron, moulding and thickness 10 x 2 3/4 Inches in Ship. Inches required per Rule. 10 x 2 3/4

Stern-post for Rudder do. do. 10 x 5 1/2 Inches in Ship. Inches required per Rule. 10 x 5 1/2

Stern-post for Propeller 24 in (Class 180 A)

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 in

Frames, size of Angle Iron, for $\frac{2}{3}$ length amidships 5 x 3/2 Inches in Ship. Inches required per Rule. 5 x 3/2

Do. for $\frac{1}{3}$ at each end 5 x 3/2 Inches in Ship. Inches required per Rule. 5 x 3/2

Reversed Frames, size of Angle Iron 3/2 x 3/2 Inches in Ship. Inches required per Rule. 3/2 x 3/2

Floors, depth and thickness of Floor Plate at mid line for half the length amidships 23 Inches in Ship. Inches required per Rule. 23

Do. at the ends 23 Inches in Ship. Inches required per Rule. 23

Do. do. do. at Bilge Keelson twice

Do. height extended at the Bilges twice

Beams, Upper, Spar, or Awning Deck (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron 9 x 3/2 Inches in Ship. Inches required per Rule. 9 x 3/2

Single or double Angle Iron on Upper edge 48 Inches in Ship. Inches required per Rule. 48

Average space 48 Inches in Ship. Inches required per Rule. 48

Beams, Main or Middle Deck (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron 9 x 3/2 Inches in Ship. Inches required per Rule. 9 x 3/2

Single or double Angle Iron, on Upper Edge 48 Inches in Ship. Inches required per Rule. 48

Average space 48 Inches in Ship. Inches required per Rule. 48

Beams, Lower Deck, Hold or Orlop (No. 1) single or double Ang. Iron, Plate or Tee Bulb Iron 6 x 3 Inches in Ship. Inches required per Rule. 6 x 3

Single or double Angle Iron on Upper Edge 48 Inches in Ship. Inches required per Rule. 48

Average space 48 Inches in Ship. Inches required per Rule. 48

Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates 9/16 Inches in Ship. Inches required per Rule. 9/16

Do. Bulb Plate to Intercoastal Keelson 4 x 4 Inches in Ship. Inches required per Rule. 4 x 4

Do. Size of Angle Irons 4 x 4 Inches in Ship. Inches required per Rule. 4 x 4

Do. Side Intercoastal Keelson, size of Plates 6 x 4 Inches in Ship. Inches required per Rule. 6 x 4

Do. Angle Irons on tops of Floors 9 Inches in Ship. Inches required per Rule. 9

Do. Bilge Keelson, Bulb Iron 9 Inches in Ship. Inches required per Rule. 9

Do. do. Intercoastal plates riveted to plating for length

Do. do. Angle Irons 6 x 4 Inches in Ship. Inches required per Rule. 6 x 4

Side Stringers (No. 1) size of Angle Irons 6 x 4 Inches in Ship. Inches required per Rule. 6 x 4

Do. Intercoastal plates riveted to plating for length

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Hawse Timbers Iron

Windlass Iron Patent Pall Bitt none

The Frames extend in one length from Keel to gunwale

The Reverse Angle Irons on the floors and frames extend from the middle line to Middle and to upper bulk alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? yes And are their butts properly shifted? yes

Plates, Garboard, double none Riveted to Keel, double none at upper edge, with Rivets (7/8 in.) diameter, averaging (3/8 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3/8 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1/16 thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3/8 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no

Do. of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (3/8 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1/16 thick, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3/8 ins.) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for half length amidships. Breadth of laps of plating in double Riveting (6 times) Breadth of laps of plating in single Riveting (3/4 times)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or 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? By Under turned down No. of Breasthooks, 5 Crutches, 15

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Moulded & Mild Iron

Manufacturer's name or trade mark, Messrs. John Brown & Co

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

10626 *Iron*
Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
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 Square rigged*

Tested at Sheffordham by M.H. Reade
March 28 and 29 1872

Tested at Sheffordham by M.H. Reade
March 29 1872

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
	Number for equipment	24924											
	Fore Sails,	Chain	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 Top Sails,	(State Machine where Tested, and name of Superintendent).								34.1.14	31.18.214	" " "	" " "
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 3/16		1 3/16		Stream	1	30.0.16	28.15.00	27.0.23	26 10/20
	Main Sails,	Hawser	90	"		"				13.2.0		13.0.0	
	Main Top Sails,	Towlines	90	"		"				6.3.0		6.2.0	
		Warp	90	7 5				Kedges	2	3.1.10		3.1.0	
		All of <i>good</i> 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? *Shut 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? *Slats* 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?
What arrangement for shifting beams? *One shifting beam Main Hatch*
Hatches, themselves, whether strong and efficient? *yes* **Main Hatchways.**—State size *16 ft 4 10*

Order for Special Survey No. *777* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought *built under*
Date *11 July 1871* Surveys held 2nd. On the plating during the progress of riveting *Special Survey from 21 August*
Order for Ordinary Survey No. *—* while building 3rd. When the beams were in and fastened, and before the decks were laid *left to 31 August 1872*
Date *—* as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. *161* in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, *This Vessel has been built in accordance with the Rules for 1871 and 1872 for a two deck ship with Orlop Beams and as per Builders plan attached. It will be noticed that the stringer in bulk is less in thickness than the Rule but is very fully compensated for by Orlop Beams and bulked. There is a flat laid on Orlop 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 *11th Decr 1872*

Character assigned *100 A. 1.*

This vessel appears to be eligible for the class recommended viz. 100 A. 1.
Lloyd's Register Foundation