

# IRON SHIP. 1596

No. 4196 Survey held at Dumbarton Date, First Survey Sept 13<sup>th</sup> 75 Last Survey March 6<sup>th</sup> 76 1876  
On the B<sup>t</sup> Mary Jane Master R Tollock

**TONNAGE** under Tonnage Deck 590 70  
Ditto of Third Spar 30 11  
Ditto of Fourth Spar 15 36  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage 644 25  
Less Crew Space 10 70  
Less Engine Room  
Register Tonnage as cut on Beam 625 47

**ONE, OR TWO DECKED, THREE DECKED VESSEL.**  
**SPAR, OR AWNING DECKED VESSEL.**  
**HALF BREADTH** (moulded)... 14 50  
**DEPTH** from upper part of Keel to top of Upper Deck Beams 19 29  
**GIRTH** of Half Midship 29 12 (as per Rule)  
**1st NUMBER** 62 91  
**2nd NUMBER** 10 33  
**PROPORTIONS**—Breaths to Length... 2 7  
Depths to Length—Upper Deck to Keel... 8 6  
Main Deck ditto... 8 6

Built at Dumbarton  
When built 1876 Launched 26<sup>th</sup> Jan<sup>y</sup>  
By whom built Bennell Steubous & Co  
Owners Mr Jose & Co  
Port belonging to Palm Beach  
Destined Voyage Clas  
If Surveyed while Building, Afloat, or in Dry Dock.

**LENGTH** on deck as per Rule 17 5 **BREADTH** Moulded... 29 **DEPTH** top of Floors to Upper Deck Beams 17 7 **Power of Engines**... 1 **N<sup>o</sup>. of Decks with flat laid** 2 **N<sup>o</sup>. of Tiers of Beams** 2

Dimensions of Ship per Register, length, 17 5 breadth, 29 3 depth, 17 5

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness	<u>7 1/2 x 2 1/2</u>	<u>7 1/2 x 2 1/2</u>				
<b>STEM</b> , moulding and thickness	<u>7 1/2 x 2 1/2</u>	<u>7 1/2 x 2 1/2</u>				
<b>STERN POST</b> for Rudder do. do.	<u>7 x 2 1/2</u>	<u>7 x 2 1/2</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	(Class <u>100A</u> )				
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	<u>4 3 7 6</u>	<u>4 3 7 6</u>				
Do. for 1/2 at each end	<u>4 3 7 6</u>	<u>4 3 7 6</u>				
<b>REVERSED FRAMES</b> , Angle Iron	<u>4 3 7 6</u>	<u>4 3 7 6</u>				
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships	<u>10 1/2</u>	<u>10 1/2</u>				
thickness at the ends of vessel	<u>9 1/2</u>	<u>9 1/2</u>				
depth at 1/2 the half-bdth. as per Rule	<u>9 1/2</u>	<u>9 1/2</u>				
height extended at the Bilges	<u>36</u>	<u>36</u>				
<b>BEAMS</b> , Upper, Spar, or Awning Deck	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron on Upper edge	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Average space	<u>44</u>	<u>44</u>				
<b>BEAMS</b> , Main or Middle Deck	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron on Upper edge	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Average space	<u>44</u>	<u>44</u>				
<b>BEAMS</b> , Lower Deck, Hold, or Orlop	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron, Plate or Tee Bulb Iron	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Single or double Angle Iron on Upper edge	<u>7 3 7 6</u>	<u>7 3 7 6</u>				
Average space	<u>44</u>	<u>44</u>				
<b>KEELSONS</b> Centre line, single or double plate, for or Intersecting Plates	<u>12 8</u>	<u>12 8</u>				
Rider Plate	<u>10 1/2 9</u>	<u>10 1/2 9</u>				
Bulb Plate to Intersecting Keelson	<u>5 3 8</u>	<u>5 3 8</u>				
Angle Irons	<u>5 3 8</u>	<u>5 3 8</u>				
Double Angle Iron Side Keelson	<u>5 3 8</u>	<u>5 3 8</u>				
Side Intersecting Plate	<u>5 3 8</u>	<u>5 3 8</u>				
Angle Irons	<u>5 3 8</u>	<u>5 3 8</u>				
Attached to outside plating with angle iron	<u>5 3 8</u>	<u>5 3 8</u>				
<b>BILGE</b> Angle Irons	<u>5 3 8</u>	<u>5 3 8</u>				
do. Bulb Iron	<u>5 3 8</u>	<u>5 3 8</u>				
do. Intersecting plates riveted to plating for length	<u>5 3 8</u>	<u>5 3 8</u>				
<b>BILGE STRINGER</b> Angle Irons	<u>5 3 8</u>	<u>5 3 8</u>				
Intersecting plates riveted to plating for length	<u>5 3 8</u>	<u>5 3 8</u>				
<b>SIDE STRINGER</b> Angle Irons	<u>5 3 8</u>	<u>5 3 8</u>				

	Inches in Ship.	16ths in Ship.	Inches required	16ths required
<b>PLATES</b> in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
in upper part of Bilge to Ir. edge of Sheerstrake	<u>33</u>	<u>10</u>	<u>33</u>	<u>10</u>
Main Sheerstrake, breadth and thickness of doubling at Sheerstrake, & length applied from Main to Upper Spar Deck Sheerstrake.	<u>33</u>	<u>10</u>	<u>33</u>	<u>10</u>
Upper Spar Deck Sheerstrake, breadth & thickness	<u>16 1/2</u>	<u>9 1/2</u>	<u>16 1/2</u>	<u>9 1/2</u>
Butt Straps to outside plating, breadth & thickness	<u>6 1/2</u>	<u>9 1/2</u>	<u>6 1/2</u>	<u>9 1/2</u>
Lengths of Plating	<u>6 1/2</u>	<u>9 1/2</u>	<u>6 1/2</u>	<u>9 1/2</u>
Shifts of Plating, and Stringers	<u>2 1/2</u>	<u>9 1/2</u>	<u>2 1/2</u>	<u>9 1/2</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
Angle Iron on ditto	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Tie Plates fore and aft, outside Hatchways	<u>9 1/2</u>	<u>9</u>	<u>9 1/2</u>	<u>9</u>
Diagonal Tie Plates on Beams No. of Pairs, 2	<u>9 1/2</u>	<u>9</u>	<u>9 1/2</u>	<u>9</u>
Planksheer material and scantling	<u>7 1/2</u>	<u>9</u>	<u>7 1/2</u>	<u>9</u>
Waterways do. do. Gutta Waterway	<u>9 1/2</u>	<u>9</u>	<u>9 1/2</u>	<u>9</u>
Flat of Upper Deck do. do. Riveted plates	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
How fastened to Beams	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>23</u>	<u>7</u>	<u>23</u>	<u>7</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
Angle Irons on ditto, No. 2	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Tie Plates, outside Hatchways	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Diagonal Tie Plates on Beams, No. of pairs	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Waterways materials and scantlings	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Flat of Middle Deck do. do.	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
How fastened to Beams	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Stringer Plates on ends of Lower Deck, Hold, or Orlop Beams	<u>23</u>	<u>7</u>	<u>23</u>	<u>7</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
Angle Irons on ditto, No. 2	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Stringer or Tie Plates, outside Hatchways	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Flat of Lower Deck	<u>5 3</u>	<u>7</u>	<u>5 3</u>	<u>7</u>
Ceiling betwixt Decks, thickness and material	<u>2 1/2</u>	<u>9 1/2</u>	<u>2 1/2</u>	<u>9 1/2</u>
in hold do. do.	<u>2 1/2</u>	<u>9 1/2</u>	<u>2 1/2</u>	<u>9 1/2</u>
Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>12</u>	<u>4 1/2</u>	<u>12</u>
do. at heel	<u>3</u>	<u>12</u>	<u>3</u>	<u>12</u>
Can the Rudder be unshipped afloat?	<u>Yes</u>			
Bulkheads No. 1 Thickness of	<u>6 1/2</u>	<u>9 1/2</u>	<u>6 1/2</u>	<u>9 1/2</u>
Height up	<u>10 1/2</u>	<u>9 1/2</u>	<u>10 1/2</u>	<u>9 1/2</u>
How secured to sides of ship	<u>Double frames</u>			
Size of Vertical Angle Irons	<u>3 x 3 x 6 1/2</u>	<u>and distance apart 30 ins.</u>		
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>			

Transoms, material. Knight-heads. Hawse Timbers. Iron plate  
Windlass Iron Pall Bitt Iron  
The **FRAMES** extend in one length from Keel to Upper deck Riveted through plates with 3/4 in. Rivets, about 6 apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Upper deck and to side beams, 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 2 Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double 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 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 4 1/2 Breadth of laps of plating in single riveting 4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double treble riveted  
Waterway, how secured to Beams Gutta Waterway (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Ironed No. of Breasthooks, four Crutches, three  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Dumbell's Patent  
Manufacturer's name or trade mark, Dumbell's Patent

The above is a correct description.  
Builder's Signature, Bennell Steubous & Co Surveyor's Signature, R Tollock  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Do any rivets break into or through the seams or butts of the plating?

State also Length and Diameter of Lower Masts and Bowsprit

Gaefmast 66ft x 23 $\frac{1}{2}$  } 3 plates in section 6  $\frac{5}{16}$  thick. Lute part trille riveted the rest rivets.  
 Mainmast 67.6 x 24 $\frac{1}{2}$  } The edges double riveted. Mast and yard plates. Cold and hot rivets.  
 Foremast 57.6 x 22 $\frac{1}{2}$  } Upper Mast of Pine Pine  
 Gaef Main Yards 60ft x 15" 2 plates in section 4  $\frac{7}{16}$  thick. Lute trille riveted. edges rivets to  
 Brand of Iron Phoenix Brand

What arrangement for shifting beams? \_\_\_\_\_  
**Hatches.** If strong and efficient? *Yes*

General Remarks (State quality of workmanship, &c.) This vessel is built in accordance with the accompanying approved Under-ship section. The workmanship is satisfactory. The angles on the main keelson are fitted of the size proposed by the builders. The thickness of the vertical plate reduced accordingly, and the side plates made of the breadth required by the Committee's letter of 3<sup>rd</sup> Sept 1871.

Character assigned *100A*

This vessel appears  
probable to be a class  
recommended by  
100A  
100A  
2EGB  
16 1/3