

IRON SHIP.

16418
Rev 29/5/76

No. 6990 Survey held at Port Glasgow Date, First Survey 10th Dec^r 1875 Last Survey 24th May 1876

On the Barque Mary Lou now East Anglian Master George Dunlop

TONNAGE under Tonnage Deck } 806.26
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Or Dk. } 12.10
 Ditto of Houses on Deck } 49.51
 Ditto of Forecastle } 42.52
 Gross Tonnage } 910.39
 Less Crew Space } 55.62
 Less Engine Room } 854.77
 Register Tonnage as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
 HALF BREADTH (moulded) 16.25
 DEPTH from upper part of Keel to top of Upper Deck Beams 21.5
 GIRTH of Half Midship Frame (as per Rule) 32.75
 1st NUMBER 70.5
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 LENGTH 108.8
 2nd NUMBER 13.310
 PROPORTIONS—Breathths to Length 5.0
 Depths to Length—Upper Deck to Keel
 Main Deck ditto 8.77

Built at Port Glasgow
 When built 1875:76 Launched 29th April 76
 By whom built R. Duncan Esq
 Owners John Low
 Port belonging to Greenock
 Destined Voyage San Francisco
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 108.8 BREADTH Moulded 32.5 DEPTH top of Floors to Upper Deck Beams 19.71 Power of Engines 3 Horse. 3 N° of Decks with flat laid Two N° of Tiers of Beams Two

Dimensions of Ship per Register, length 197.65 breadth 32.6 depth 19.45

	Inches in Ship.		Inches per Rule.	
	Inches.	16ths.	Inches.	16ths.
KEEL, depth and thickness	8	2 3/4	8	2 3/4
STEM, moulding and thickness	7 1/4	2 3/4	7 1/4	2 3/4
STERN-POST for Rudder do. do. for Propeller	7 1/2	2 3/4	7 1/2	2 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23	
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/2 at each end	4 1/2	3	4 1/2	3
REVERSED FRAMES, Angle Iron	4 1/2	3	4 1/2	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 1/2 the half-bdth. as per Rule height extended at the Bilges	2 1/2	9	2 1/2	9
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	4 1/2	3	4 1/2	3
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	7 1/2	7	7 1/2	7
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	3	3	3	3
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	14	11	14	11
FRAMES Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	5	2 1/2	5	2 1/2
STRINGER Angle Irons Intercoastal plates riveted to plating for length	5	2 1/2	5	2 1/2
STRINGER Angle Irons	5	2 1/2	5	2 1/2

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
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	34	10	34	10
fn up. part of Bilge to lr. edge of Sh'rstrake		9		9
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 & thickns	36	11	36	11
Butt Straps to outside plating, breadth & thickness Lengths of Plating	9 3/4	10 1/2	9 3/4	10 1/2
Shifts of Plating, and Stringers	7	12	5	12
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	2		2	
Angle Iron on ditto				
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	36	9	36	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 1	5x3 1/2	7	5x3 1/2	7
Tie Plates, outside Hatchways	10	9	10	9
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	20	8	20	8
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8
Stringer or Tie Plates, outside Hatchways	10	9	10	9
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.				
Main piece of Rudder, diameter at head do. at heel	2 1/2	5 1/2	2 1/2	5 1/2
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 1 Thickness	6/16		6/16	
Height up Main Deck				
How secured to sides of ship	Double frames			
Size of Vertical Angle Irons	2x3x7/16		30	
Are the outside Plates doubled two spaces of Frames in length?	Yes			

Material. Knight-heads. Hawse Timbers. Iron
 Patent Pall Bitt

in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 IRONS on floors and frames extend from middle line to above Hold Beam and to Main Deck alternately
 continuous lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
 sole riveted to Keel, with rivets 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.
 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.
 of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
 at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
 Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.
 or single riveted. Upper Sheerstrake, double or single riveted.
 riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
 riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.
 Breadth of laps of plating in single riveting —
 double or single Riveted? —

(Explain by Sketch, if necessary.)
 Welded knee plates. No. of Breasthooks, 4 Crutches, 4
 Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
 Mossend. Plates, Consett
 Surveyor's Signature, H. Wood
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 466-0383

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*
 Are the fillings between the ribs and plates solid single pieces? *Yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *Very few* 16418 Iron

Masts, Bowsprit, Yards, &c., are *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel of 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 *Fore Mast 70.10 dia 26 Main 74.3 dia 26 Mizen 72.10 dia 19 Bowsprit 19.6 dia 25 All in two plates 6/16 to 5/16 edges single riveted butt straps outside and triple & double riveted. Three angle beams in each 3x3 7/8 and plates doubled in way of wedging.*

13.200

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.	
No. SAILS. Double Mast and	CABLES, &c.	135	2 1/2	4 1/2	166 1/2	166 1/2	Bowers	2560	26.0.21	25.15.7	25.2.0	25 3/4	
	Chain	135	3/8	4 1/2	166 1/2	166 1/2		2561	26.0.44	25.14.14	21.2.20	22 2/3	
	Fore Sails,	<i>Lipton Paving House Samuel Regema Superintendent</i>											
	Fore Top Sails,	<i>Lipton Paving House Samuel Regema Superintendent</i>											
	Fore Topmast Stay Sails	<i>Lipton Paving House Samuel Regema Superintendent</i>											
	Main Sails,	Hampn Strm Cbl	90	7/8		14/16		Stream	1	10.3.18		10.2.0	
	Main Top Sails,	Hawser	90	7/8		8		Kedges	1	5.0.22		5.1.0	
	and	Towlines	90	7/8		5						2.3.0	
		Warp	90	7/8									
		quality	90	7/8									

Standing and Running Rigging *Double Mast* sufficient in size and *good* in quality. She has *two* Long Boats and *three* other The Windlass is *Harfield's Patent* Capstan *3* and Rudder *Efficient* Pumps *2* Adams Patent Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? How are lids secured? Height above deck? Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways. How formed? *Iron Casings*
 State size Main Hatch *13.6 x 9.0* Forehatch *5.6 x 5.6* Quarterhatch *5.6 x 5.6*
 If of extraordinary size, state how framed and secured? What arrangement for shifting beams? *All in Main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 19.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the deck were laid	4th. When the ship was complete, and before the plating was finally coated or cemented	5th. After the ship was launched and equipped
<i>777</i>	<i>2 Dec 1875</i>			<i>106</i>			<i>Built under S.S. and surveyed 1875</i>	<i>Dec 10, 23, 28, 1876 - January 7, 19, 22, 28</i>	<i>February 1, 7, 26, March 3, 7, 10, 16, 18, 28</i>	<i>April 1, 4, 22, 27, May 1, 4, 10, 15, 24</i>	

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in accordance with the Rules and accompanied Midship section which was approved by the Committee in Letter dated 22nd November 1875*

The workmanship and materials are of the best description.

Fore & Main Lower Yards 66.6 dia 1 1/2 plates 7/16 to 3/16 in 2 plates edge
8° lower Topsail Yards 56.6 dia 1 3/8 plates 7/16 to 1/2 Studds lapped & throughout in way of

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and How are the surfaces preserved from oxidation? Inside *Portland cement to above Belge of Out*

I am of opinion this Vessel should be Classed *100 A-1*

The amount of the Entry Fee ... £ *5:0:0* is received by me, *May 1876*
 Special ... £ *42:14:0*
 Certificate ... £ *0:0:0*
 Travelling Expenses, if any, £ *49:14:0*

Committee's Minute *30th May 1876*
 Character assigned *100 A-1*

