

# IRON SHIP.

2017 Reg. 31/2/78

No. 3949 Survey held at *West Hartlepool* Date, First Survey *14<sup>th</sup> September* Last Survey *15<sup>th</sup> February 1878*

On the *S.S. "Mouton"* Master *Lawson*

TONNAGE under  
Tonnage Deck *1005.23*  
Ditto of *124.74*  
Ditto of *93.14*  
Ditto of *4.12*  
Ditto of *9.04*  
Ditto of *32.97*  
Gross Tonnage *1275.04*  
Less Dead Space *49.50*  
Net Tonnage *1225.54*  
Engin Room *408.01*  
Register Tonnage *817.53*  
Cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
HALF BREADTH (moulded) *15-11/2*  
DEPTH from upper part of Keel to top of Upper Deck Beams *18-7/2*  
GIRTH of Half Midship Frame (as per Rule) *31-5*  
1st NUMBER *65.7*  
1st NUMBER, if a THREE-DECKER VESSEL  
[deduct 7 feet]  
LENGTH *233-11*  
2nd NUMBER *15339*  
PROPORTIONS—Breadths to Length *7.3*  
Depths to Length—Upper Deck to Keel *12.5*  
Main Deck ditto

Built at *West Hartlepool*  
When built *1877* Launched *Decr 1877*  
By whom built *W. Gray & Co.*  
Owners *Joseph Johnstone & Sons.*  
Port belonging to *Mouton*  
Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *233* Feet. *11* Inches. BREADTH—Moulded... *31* Feet. *11* Inches. DEPTH top of Floors to Upper Deck Beams *17* Feet. *-* Inches. Do. do. Main Deck Beams... *17* Feet. *-* Inches. Power of Engines *120* Horse. N° of Decks with flat laid *One* N° of Tiers of Beams *Two*

Dimensions of Ship per Register, length *240* breadth *32-2* depth *17-1*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8 x 2 3/4</i>	<i>8 x 2 3/4</i>	PLATES in Garboard Strakes, breadth and thickness	<i>34</i>	<i>11/16</i>
STEM, moulding and thickness	<i>7 1/2 x 2 1/2</i>	<i>7 1/2 x 2 1/2</i>	ness from Garboard to upper part of Bilges	<i>2 1/2 x 10/16</i>	<i>9 1/2 x 10/16</i>
STERN-POST for Rudder do. do.	<i>8 x 4 1/2</i>	<i>8 x 4 1/2</i>	of doubling at Bilge, or increased thick-	<i>8 1/2</i>	<i>11/16</i>
for Propeller	<i>8 x 4 1/2</i>	<i>8 x 4 1/2</i>	ness, and length applied	<i>8 1/2</i>	<i>11/16</i>
Distance of Frames from moulding edge to	<i>23</i>	<i>23</i>	fm up. part of Bilge to lr. edge of Sh'rstrake	<i>9 1/2 x 10/16</i>	<i>9 1/2 x 10/16</i>
moulding edge, all fore and aft	<i>23</i>	<i>23</i>	Main Sheerstrake, breadth and thickness	<i>36</i>	<i>13/16</i>
			of d'bling at Sh'rstrake, & length applied	<i>36</i>	<i>13/16</i>
FRAMES, Angle Iron, for 2/3 length amidships	<i>4 x 3 7/16</i>	<i>4 x 3 7/16</i>	from Mn to Up or Spar Dk. Sh'rstrake.		
Do. for 1/3 at each end	<i>4 x 3 7/16</i>	<i>4 x 3 7/16</i>	Up or Spar Dk Sh'rstrake, brdth & thickn		
REVERSED FRAMES, Angle Iron	<i>3 x 3 7/16</i>	<i>3 x 3 7/16</i>	Butt Straps to outside plating, breadth & thickness	<i>9 1/4 x 1 1/4 x 1 1/2</i>	<i>9 1/4 x 1 1/4 x 1 1/2</i>
FLOORS, depth and thickness of Floor Plate	<i>19 1/2 x 7/16</i>	<i>19 1/2 x 7/16</i>	Lengths of Plating	<i>9 1/2</i>	<i>9 1/2</i>
at mid line for half length amidships	<i>19 1/2 x 7/16</i>	<i>19 1/2 x 7/16</i>	Shifts of Plating, and Stringers	<i>46</i>	<i>46</i>
thickness at the ends of vessel	<i>19 1/2 x 7/16</i>	<i>19 1/2 x 7/16</i>	Gunwale Plate on ends of Awning, Spar, or	<i>33 1/2</i>	<i>10/16</i>
depth at 3/4 the half-bdth. as per Rule	<i>19 1/2 x 7/16</i>	<i>19 1/2 x 7/16</i>	Upper Deck Beams, breadth and thickness	<i>33 1/2</i>	<i>10/16</i>
height extended at the Bilges	<i>19 1/2 x 7/16</i>	<i>19 1/2 x 7/16</i>	Angle Iron on ditto	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>
BEAMS, Upper, Spar, or Awning Deck	<i>5 1/2 x 3 7/16</i>	<i>5 1/2 x 3 7/16</i>	Tie Plates fore and aft, outside Hatchways	<i>Iron Deck</i>	<i>-</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>5 1/2 x 3 7/16</i>	<i>5 1/2 x 3 7/16</i>	Diagonal Tie Plates on Beams No. of Pairs,		
Single or double Angle Iron on Upper edge	<i>23</i>	<i>23</i>	Planksheer material and scantling		
Average space	<i>23</i>	<i>23</i>	Waterways do. do.		
BEAMS, Main, or Middle Deck			Flat of Upper Deck do. do.	<i>6/16</i>	<i>6/16</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			How fastened to Beams	<i>3/4</i>	<i>5/8</i>
Single, or double Angle Iron, on Upper Edge			Stringer Plate on ends of Main or Middle Deck	<i>3/4</i>	<i>5/8</i>
Average space			Beams, breadth and thickness		
BEAMS, Lower Deck, Hold, or Orlop	<i>8 1/2 x 8/16</i>	<i>8 1/2 x 8/16</i>	Is the Stringer Plate attached to the outside plating?		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 1/2 x 8/16</i>	<i>8 1/2 x 8/16</i>	Angle Irons on ditto, No.	<i>2</i>	<i>2</i>
Single or double Angle Iron on Upper Edge	<i>10 x 12 frames</i>	<i>10 x 12 frames</i>	Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2 x 8/16</i>	<i>3 1/2 x 3 1/2 x 8/16</i>
Average space	<i>10 x 12 frames</i>	<i>10 x 12 frames</i>	Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate,	<i>10 1/2 x 9/16</i>	<i>15 x 11/16</i>	Waterways materials and scantlings		
box, or Intercoastal, Plates	<i>10 1/2 x 9/16</i>	<i>15 x 11/16</i>	Flat of Middle Deck do. do.		
" Rider Plate			How fastened to Beams		
" Bulb Plate to Intercoastal Keelson	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>	Stringer Plates on ends of Lower Deck, Hold or	<i>30</i>	<i>8/16</i>
" Angle Irons	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>	Orlop Beams		
" Double Angle Iron Side Keelson			Is the Stringer Plate attached to the outside plating?	<i>Yes</i>	
" Side Intercoastal Plate			Angle Irons on ditto, No.	<i>2</i>	<i>2</i>
" do. Angle Irons	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>	Stringer or Tie Plates, outside Hatchways		
" Attached to outside plating with angle iron			Flat of Lower Deck	<i>2 1/2</i>	<i>2 1/2</i>
BILGE Angle Irons	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>	Ceiling betwixt Decks, thickness and material	<i>2 1/2</i>	<i>2 1/2</i>
" do. Bulb Iron			in hold do. do.	<i>2 1/2</i>	<i>2 1/2</i>
" do. Intercoastal plates riveted to			Main piece of Rudder, diameter at head	<i>5 1/2</i>	<i>5 1/2</i>
plating for length			do. at heel	<i>3</i>	<i>3</i>
BILGE STRINGER Angle Irons	<i>5 x 3 1/2 x 8/16</i>	<i>5 x 3 1/2 x 8/16</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>	
Intercoastal plates riveted to plating for			Bulkheads No. <i>Four</i> Thickness of		
length			Height up <i>Main Deck</i> after one beam	<i>6 1/2 x 5/16</i>	<i>6 1/2 x 5/16</i>
SIDE STRINGER Angle Irons			How secured to sides of ship	<i>to double frames</i>	

Transoms, material. Knight-heads. Hawse Timbers. *Master*  
Windlass *Emerson & Mallets* Pall Bitt *Master*

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *6* in. apart.  
The REVERSED ANGLE IRONS on floors and frames extend *above* middle line to *hold beam stringer* and to *gunwale* 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 x 3/4* in. diameter, averaging *3 3/4* ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8 x 3/4* in. diameter averaging *3 3/4 x 3 3/4* ins. from centre to centre.  
Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3 3/4* ins. from cr. to cr.  
Butts from Bilge, to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8 x 3/4* in. diameter, averaging *3 3/4 x 3 3/4* 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 *half* length amidships.  
Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.  
Breadth of laps of plating in double riveting *5/4 x 2 3/4* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double & treble*  
Waterway, how secured to Beams *(Explain by Sketch, if necessary.)* *Press to single beams*  
Beams of the various Decks, how secured to the sides? *and turned & Pressed with Brackets* No. of Breasthooks, *Six* Crutches, *Two*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*

Manufacturer's name or trade mark, *Hopkins & Co. Birmingham, Bowfield & Sons London*  
The above is a correct description.  
Builder's Signature, *Joseph Johnstone* Surveyor's Signature, *S. J. Gladstone*  
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 476-0266



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 all through*

Do any rivets break into or through the seams or butts of the plating? *A few in butts*

Masts, Bowsprit, Yards, &c., are *Pine* in *Good* condition, and sufficient in size and length. If of Iron or Steel give 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 *Main Mast 64 ft 6 in Dia. 21 inches, Fore Mast 75 ft 3 inches Diameter 21 inches*

202742

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.		240	1 1/2	40-5/10	240 Fathoms 40 5/10	Low	Bowers	3	22-0-14	22-0-14	21-0-0	21-12-0
CABLES, &c.		Chain										
Fore Sails,												
Fore Top Sails,												
Fore Topmast Stay Sails												
Main Sails,												
Main Top Sails,												
and												

Standing and Running Rigging *Wire & Hemp* sufficient in size and *Good* in quality. She has *Four* Long Boats and *Good*

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *4 of 6 inch metal*

Engine Room Skylights.—How constructed? *3 in. Test 1/4 casing 5/8 of 4 in.* How secured in ordinary weather? *Bullheads*

What arrangements for deadlights in bad weather? *Bullheads*

Coal Bunker Openings.—How constructed? *Iron beamings* How are lids secured? *Nails* Height above deck? *12 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports & Scuppers*

Cargo Hatchways.—How formed? *7/16 Plate*

State size Main Hatch *23 ft x 11 ft 11 in beamings 3 1/2* Fore hatch *11 ft 7 in x 10 ft beamings 3 1/2* Quarter hatch *23 ft x 12 ft 6 in beamings 20 inches*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two shifting web beams in each long hatchway*

Hatches, If strong and efficient? *Good & efficient*

Order for Special Survey No. *650*

Date *7 Sept. 1877*

Order for Ordinary Survey No.

Date

No. *170* in builder's yard.

DATES of Surveys held while building as per Section 18.

- 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 decks 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

Special Survey Date of Survey *1877*  
*Sept. 14-17-24-26. Oct. 1-16-17-22-25-29-31.*  
*Nov. 2-5-12-19-26-29-30. Dec. 3-5-7-21*  
*1878 Jan. 21-24. Feb. 11-15*

General Remarks (State quality of workmanship, &c.) *Workmanship & material good*

Has a Raised Quarter Deck frames all to the top height beams of bulk. *7/16 + 7/16 Double Angles 3+3+6/16 in top edges, Stringer plates on ends 50+10/16, Angles on Jo. 5+3 1/2+8/16. Tie plates 12+8/16. Plating outside 9/16-8/16-7/16. beams plated over for 52 ft in length from fore part of bulk. Planked over with 3 1/2. G. Pine.*

Forecastle frames all to the top height beams *6 1/2+6/16. Double Angles 3+3+6/16. Stringer plates on ends 20+6/16. Angles on Jo. 3+3+6/16. Tie plates 7+6/16. Plating 6/16. Waterways 10+6/16. Greenheart Deck 3 G. Pine.*

Water ballast tanks fitted for 200 ft 4 inches frames cut connection made with three plates, side plates *7/16, Angles on Jo. 3 1/2+3 1/2+7/16. Web plates 6/16. Angles top & bottom edges 3+3+6/16. Top plating 6/16. Tested by a head of water to the height of load line. Addition strengthening at break of Raised Deck. Sheerstrakes doubled for 20 ft. Main deck Stringer plates extend 6 ft in spaces abaft break. Raised Jo. 6 ft in spaces before Head beam Stringers overlap 16 ft*

State if one, two, or three, decked vessel, or if spar, or running deck, and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Flak cemented with Portland cement* Outside *Paint 2-2 by greenish*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *5* : 0 : 0 is received by me, *W. G. Gladstone*

Special ... £ *55* : 12 : 6 - *10 Feb 1878*

Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute *22nd February, 1878.*

Character assigned *100 A1*

*Lloyd's Merit*

*200 ft*

*double bottom 200 ft*

*22-12-78.*

This vessel appears to be eligible to be classed as recommended per 100A-1. 1 Bk. 25. 100A-1. Double bottom 200 ft 4 in.