

IRON SHIP. 212.15

No. 14019 Survey held at *Newcastle* Date, First Survey 21st Dec. 1877 Last Survey 24th June 1878

On the *S. S. "Mary Louisa"*

Master

Rev 11/1/78

TONNAGE under 1858.08

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at *Newcastle*

Ditto of Third, Spar, or Awning Deck.

SPAR, OR AWNING-DECKED VESSEL.

When built 1878 Launched 4th May

Ditto of Poop, or Raised Or. Dk.

HALF BREADTH (moulded) 17.4 1/2

By whom built *C. Mitchell & Co.*

Ditto of Houses on Deck

DEPTH from upper part of Keel to top of Upper Deck Beams 26.2

Owners *Elliott, Lowrey & Dunford*

Ditto of Forecastle Hatches

GIRTH of Half Midship Frame (as per Rule) 39.4 1/2

Port belonging to *London Newcastle*

Gross Tonnage 1976.48

1st NUMBER 82.11

Destined Voyage *Genoa*

Less Crew Space 56.77

1st NUMBER, if a THREE-DECKED VESSEL 7-0

Surveyed while Building, Afloat, or in Dry Dock.

Less Engine Room 632.47

LENGTH 283.6

and

Register Tonnage 1287.24

2nd NUMBER 21524

Surveys while Building, Afloat, or in Dry Dock.

as cut on Beam

PROPORTIONS—Breadths to Length 8.15

Power of Engines 200

Feet. Inches. 283 6

Feet. Inches. 34 9

Nº. of Decks with flat laid 2

Dimensions of Ship per Register, length, 285 breadth, 35 depth, 24.4

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.
on deck as per Rule	283	6	Moulded	34	9	top of Floors to Upper Deck Beams	24	4
						Do. do. Main Deck Beams	17	4
Inches in Ship. Inches per Rule.								
KEEL, depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2				
STEM, moulding and thickness	9	2 1/2	9	2 1/2				
STERN-POST for Rudder do. do.	9	5	9	5				
for Propeller	24		24					
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24					
FRAMES, Angle Iron, for 1/2 length amidships	5	3	5	3				
Do. for 1/2 at each end	5	3	5	3				
REVERSED FRAMES, Angle Iron	3	3	3	3				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	22	10	22	10				
thickness at the ends of vessel	11	9	11	9				
depth at 1/2 the half-bdth. as per Rule	11	44	11	44				
height extended at the Bilges	7	3	7	3				
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	3	3				
Single or double Angle Iron on Upper edge	3	3	3	3				
Average space	48		48					
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	6	3	6	3				
Single or double Angle Iron, on Upper Edge	24		24					
Average space	24		24					
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8	8 1/2	8				
Single or double Angle Iron on Upper Edge	3	3	3	3				
Average space	20		20					
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	18	13	18	13				
Rider Plate	11 3/4	13	11 3/4	13				
Bulb Plate to Intercostal Keelson	5 1/2	4	5 1/2	4				
Angle Irons	5 1/2	4	5 1/2	4				
Double Angle Iron Side Keelson	5 1/2	4	5 1/2	4				
Side Intercostal Plate	5 1/2	4	5 1/2	4				
do. Angle Irons	5 1/2	4	5 1/2	4				
Attached to outside plating with angle iron	3	3	3	3				
BILGE Angle Irons	5 1/2	4	5 1/2	4				
do. Bulb Iron	5 1/2	4	5 1/2	4				
do. Intercostal plates riveted to plating for length	8 1/2	8	8 1/2	8				
BILGE STRINGER Angle Irons	5 1/2	4	5 1/2	4				
Intercostal plates riveted to plating for length	8 1/2	8	8 1/2	8				
SIDE STRINGER Angle Irons								

Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	12	36	12
fm up. part of Bilge to lr. edge of Sh'rstrake	10	11	10	11
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40	13	40	13
Up. or Spar Dk. Sh'rstrake, breadth & thickness	16 3/4	9 3/4	14	8 1/6
Butt Straps to outside plating, breadth & thickness	10-0		10-0	
Lengths of Plating	4-0		4-0	
Shifts of Plating, and Stringers	54	10	54	10
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	4.4	9	4.4	9
Angle Iron on ditto	14	9	14	9
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.	5	4	5	4
How fastened to Beams	nut and screw bolts			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	45	9	45	9
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No. 2	4.4	9	4.4	9
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.	6	16	6	16
How fastened to Beams	rivets			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	37	9	37	9
Is the Stringer Plate attached to the outside plating?	Yes		Yes	
Angle Irons on ditto, No. 2	4.4	9	4.4	9
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	10	2	10	2
in hold do. do.	2 1/2		2 1/2	
Main piece of Rudder, diameter at head	6 3/4		6 3/4	
do. at heel	3 1/2		3 1/2	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 5 Thickness of	6	16		
Height up	Three to upper and two to main deck			
How secured to sides of ship	between double frames			
Size of Vertical Angle Irons	3.3.7			
and distance apart	30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

Transoms, material. Knight-heads. Hawse Timbers. *Iron*

Windlass *Iron Patent* Pall Bitt *Iron*

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with 7/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to above Main Deck Stringer and to upper Dk 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 in. diameter, averaging 3 7/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 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 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 6 times Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble and double*

Waterway, how secured to Beams *by rivets* (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *welded knees riveted to frame* No. of Breasthooks, 5 Crutches, 5

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plates by the Stockton C.:*

Manufacturer's name or trade mark, *Amfles & Barks by Hawks & Hopkins & Pikes.*

The above is a correct description.

Builder's Signature, *C. Mitchell & Co.*

Surveyor's Signature, *N. Dohson*

Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *A few* 21215 Iron

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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 *Two Iron Masts. Foremast 78 ft long. Dia 22 in. Main Mast 73 1/2 ft long. dia 22 in. Two plates in the round 9/16 & 5/16 thick. double riveted edges, double & treble riveted butts. Plates from Consett.*

NUMBER for EQUIPMENT 25859		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.										
one	Fore Sails,	Chain	270	1 13/16	59 10	270. 1 13/16	Bowers	1	32.3.7	30.14.22	32.0.0	30 2/20
full	Fore Top Sails,	Chain	120	1 1/8	82 3/4	120. 1 1/8		1	32.0.0	30 1/8	32.0.0	30 2/20
Suit	Fore Topmast Stay Sails,	Chain	90	1 1/8	90. 1 1/8	90. 1 1/8		1	27.1.0	26 9/16	27.0.23	26 10/20
and	Main Sails,	Chain	120	3 1/2	120. 3 1/2	120. 3 1/2	Stream					
	Main Top Sails,	Chain	90	9	90. 11	90. 11	Kedges					
	Warp	Chain	180	6	180. 6	180. 6						
	quality	Chain	180	4 1/2	180. 4 1/2	180. 4 1/2						

Standing and Running Riggings *wire & hemp* sufficient in size and *good* in quality. She has *Two* *Large* Boats and *Two* others. The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good* and efficient.

Engine Room Skylights.—How constructed? *Iron enclosed with lead sheet over* How secured in ordinary weather? *by bars*

What arrangements for deadlights in bad weather? *Solid shutters and dead eyes.*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *by bars* Height above deck? *9 in*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Eight ports and eight scuppers cut in the bulwarks on each side.*

Cargo Hatchways.—How formed? *of Iron*

State size Main Hatch *20' x 12'* Forehatch *8' x 8'* Quarterhatch *16' x 12'.*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *deep web plate*

Hatches, If strong and efficient? *Yes.*

Order for Special Survey No. <i>1218</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1877 Dec 1. 1878 Jan 21. 24. Feb 1. 4. 6. 14.</i>
Date <i>28 Nov 1877</i>	2nd. On the plating during the process of riveting	<i>18. 21. 26. 28. 30. 19. 22. 28. April 1. 9. 16. 29.</i>
Order for Ordinary Survey No. <i>—</i>	3rd. When the beams were in and fastened, and before the decks were laid...	<i>May 1. 7. 10. 13. 15. 17. 21. 23. 27. 28. 31. June 12.</i>
Date <i>—</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>20. 21. 24.</i>
No. <i>260</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.)

This is a sister vessel to the 'Glandon' report N^o 14002, and she has been built in accordance with approved tracings attached to the report on that vessel, and in conformity with the rules for the contemplated class; Water ballast tanks are fitted under the engines & boilers, part of the fore hold, and in the after hold, the total length of the tanks is 188 feet. The tanks were satisfactorily tested to the load line. She has a Forecastle 36 ft long. and a Poop 26 ft in length.

The workmanship throughout is well executed.

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

How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

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

The amount of the Entry Fee ... £ *0* : : : is received by me, *Young*

Special ... £ *70* : : : *10 July 1878*

Certificate ... : : : : : *Moverly*

(Travelling Expenses, if any, £ *—*).

Committee's Minute

Character assigned

100 A 1
2 Dns Iron Dh
3 In Bms
Double bottom 188 ft
11/7/78

This vessel appears eligible to be classed 100 A.1 as recommended.

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