

Now Built IRON SHIPS.

No. 5700 Survey held at Sunderland Date 23rd November 1855
 on the Screw Steamer "Lowestoft" Master George Roberts
 Tonnage Gross 507 Engine Room 162 Register 345 Built at Sunderland
 When Built 1855 By whom built James Caird Owners Alfred Price & Co.
 Port belonging to London Destined Voyage Lowestoft
 If Surveyed Afloat or in Dry Dock On the Slipway

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	176	9	27	6	16	0	70
Distance between Floors amidships	1	3				Stem, if bar iron, moulding and thickness	7	2 1/2	Bar	
" " " forward and aft	1	6				" if plate iron, breadth and thickness				
" " Ribs amidships	1	3				Stern-post, if bar iron, moulding and thickness	7	2 1/2	Bar	
" " " forward and aft	1	6				" " if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	7/16	Double		Keel, if bar iron, depth and thickness	7	2 1/2	Bar	
" depth & thickness of Plate at mid line	16	—	1/2	to Bilge		" if plate iron, breadth and thickness				
" " " at turn of bilge	5	—	1/2			Garboard Plates, thickness		9/16		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	3/8	Double		" to bilge		1/2		
Ribs, Size of Angle Iron, single or double	4	3	7/16	to Bilge		Bilge		9/16		
" " Reversed Iron, if to every frame or every frame						" to Wales		7/16		
Beams, Deck (N ^o . 30) double or single	6	3	7/16	Single		Wales		7/16		
" " Angle Iron						Topsides		7/16		
" " depth & thickness of plate amidships						Sheerstrakes		1/2		
" " double or single Angle Iron, on lower edge	—	—	—	None		Planksheers		Red Pine 4 1/2		
" " average space between	2 ft. 6 in.					Gunwale Plate or Stringer		Iron plate 10	7/16	
" " if wood (N ^o .) sided & moulded						Waterway		Red Pine 6		
" Hold, (N ^o . 12) double or single	6	3	7/16	Single		Deck		Yellow Pine 3 1/2		
" " Angle Iron						Ceiling in flat		Red Pine 3 1/2		
" " depth & thickness of plate amidships						Bilge Planks inside		—		
" " double or single Angle Iron, on lower edge	—	—	—	None		Ceiling from Bilge to Clamps		—		
" " average space between	2 ft. 6 in.					Hold Beam Clamps		—		
" " if wood (N ^o .) sided & moulded						" " Shelf		Plate iron 10	7/16	
" Paddle, wood, sided and moulded or if Iron, size of Plate						" " Stringers		—		
" Engine						Ceiling between Decks		—		
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	6	3	7/16			Stringers		—		
" Side or Bilge	5	3	7/16			Deck Beam Clamps		—		
" Number						" " Shelf		Plate iron 10	7/16	
						Stringers in Hold		—		
						Deck, Lower		—		

Transoms, material or, if none, in what manner compensated for. Round Stern frames all go up to top height
 Knight-heads " English Oak are they free from defects? Bulkheads, N^o. Three Thickness of 3/8 plate iron
 Hawse Timbers " English Oak are they free from defects?
 The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (5 1/2) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge Double in
 " " " on the ribs " " " from to
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Riveted Engine room
 Plates, Garboard, double or single rivetted to keel, with rivets (/ ins.) diameter averaging (3 1/4 in.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no
 " edges from bilge to wales, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/2 in.) diameter, averaging (2 1/4 ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no
 " edges of wales and to planksheers, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/4 ins.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. }
 Side trussing — breadth and thickness of plates how secured
 Deck trussing — " " " " "
 Deck Beams, how secured to the side with shelf & Bracket knees
 Hold " do " do
 Paddle " " "
 No. of breasthooks Four crutches Six how are pointers compensated? Round Stern frames all go up
 What description of iron is used for the angle iron and bar iron in the vessel? Apparently good

Workmanship.

Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *apparently so*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *they do*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *all solid*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *answer well* and are the rivet holes well and sufficiently countersunk in the outer plate? *they are sufficiently countersunk*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *none*
 Was the plating caulked internally in the wake of the frames or ribs? *no*

Her Masts, Yards, &c., are in *New* condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
/	Fore Sails,	240	Chain	1 1/4	3	Bower,	<i>16 " 0 " 3</i>
/	Fore Top Sails,		Hempen Stream Cable		1	Stream,	<i>16 " 0 " 1</i>
/	Fore Topmast Stay Sails,	70	Hawser <i>chain</i>	7/8	1	Kedge,	<i>4 " 0 " 3</i>
/	Main Sails,	70	Towlines	0			<i>2 " 0 " 37</i>
—	Main Top Sails,	<i>80</i>	Warp	<i>6 1/2</i>			
	and <i>gibbs & b</i>	<i>30</i>	All of <i>Good</i> quality.	<i>4 1/2</i>			

Her Standing and Running Rigging *New wire* sufficient in size and *apparently good* in quality.

She has — — — Long Boat and *Two good Quarter Boats*

The present state of the Windlass is *New* Capstan *New* and Rudder *New* Pumps *New*

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

In what manner are the surfaces preserved from oxidation? *Anti Corrosion Paint*

I am of opinion this Vessel should be classed *A. I. Samuel & Gladstone.*

The amount of the Fee£ 4 : " : " is received by me.

Special£ " : " : "

Certificate (if required)£ " : " : "

Committee's Minute *7th December 1855*

Character assigned *1 to*

Builds of Iron
LR



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