

Requisition No. 122.
Secretary's instructions
11th April 1856

IRON SHIPS.

Recd 14/7/56

No. **62** Survey held at **Grunwick** Date **8th July** 185**6**
on the Ship **"Lady Douglas"** Master **Alexander Buchan**
Tonnage—Gross **Engine Room** Register **56 1/100** Built at **Grunwick**
When Built **24th June 1856** By whom built **Scott & Co** Owners **Robert Henderson**
Port belonging to **Glasgow** Destined Voyage **Glyde to Moulmein**
If Surveyed Afloat or in Dry Dock **While building**

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse-Power
	166	7/10		27	2/10		17	2/10		
Distance between Floors amidships	1	6				Stem, if bar iron, moulding and thickness	7	2 1/2		
" " " forward and aft	1	6				" if plate iron, breadth and thickness				
" " Ribs amidships	1	6				Stern-post, if bar iron, moulding and thickness	7	2 1/2		
" " " forward and aft	1	6				" " if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate	4	3	7/16			Keel, if bar iron, depth and thickness	7	2 1/2		
" depth & thickness of Plate at mid line	22		4			" if plate iron, breadth and thickness				
" " tapering to " at turn of bilge						Garboard Plates, thickness				
" Size of Reversed Angle Iron, and No. Single at top of Floor Plate	2 1/2	2 1/2	3/8			" to bilge				
Ribs, Size of Angle Iron, single or double	4	3	7/16			Bilge				
" " Reversed Iron, " to every frame or every frame	2 1/2	2 1/2	3/8			" to Wales				
Beams, Deck (N ^o .) double or single						Wales				
" " Angle Iron						Topsides				
" " depth & thickness of Plate amidships	7		4			Sheer-strakes				
" " double or single Angle Iron, on upper edge	2 1/2	2 1/2	5/16			Planksheers				
" " average space between	Three feet					Gunwale Plate or Stringer				
" " if wood (N ^o .) sided & moulded						Waterway				
" Hold, (N ^o .) double or single						Deck				
" " Angle Iron						Ceiling in flat				
" " depth & thickness of Plate amidships	7		4			Bilge Planks inside				
" " double or single Angle Iron, on upper edge	2 1/2	2 1/2	5/16			Ceiling from Bilge to Clamps				
" " average space between	Three & six feet					Hold Beam Clamps				
" " if wood (N ^o .) sided & moulded						" " Shelf				
" 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	25		4			Stringers				
" Side of Bilge Angle Iron, back to back	5	3	7/16			Deck Beam Clamps				
" Number One of each on each side						" " Shelf				
						Stringers in Hold				
						Deck, Lower				

Transoms, material **Iron** or, if none, in what manner compensated for.

Knight-heads " } **Cast India Teak** } are they free from defects? **Yes**
Hawse Timbers " }

The Ribs extend in one length from **Keel to Rail and Gunwale**

rivetted through plates with ($\frac{3}{4}$ in.) rivets, about ($\frac{7}{8}$ in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from **four feet on each side** to **Hold Beams & Gunwale alternately**
" " " on the ribs " " " from " to "

Keelson, if wood, length of scarp **Double Angle** if iron, how are the various lengths connected? **Well shifted and rivetted together**

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{1}{8}$ ins.) diameter averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked **carvel** with a lining piece ($\frac{1}{8}$ in.) thick, or **clencher**, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked **carvel** with a lining piece ($\frac{1}{8}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? **Yes**

" edges from bilge to wales, worked **carvel** with a lining piece ($\frac{1}{8}$ in.) thick, or **clencher**, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked **carvel** with a lining piece ($\frac{1}{8}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? **Yes**

" edges of wales and to planksheers, worked **carvel** with a lining piece ($\frac{1}{8}$ in.) thick, or **clencher**, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides { Explain by a sketch, }

Waterway " " planksheer and to the beams { if necessary. }

Side trussing breadth and thickness of plates how secured

Deck trussing **Iron plate 12x 4 inch** all fore and aft on each side of Hatchways.

Deck Beams, how secured to the side **By Continuation of Bulk Iron 12 inches** below under side.

Hold " " **Do.** **Do.** **Do.** **Do.**

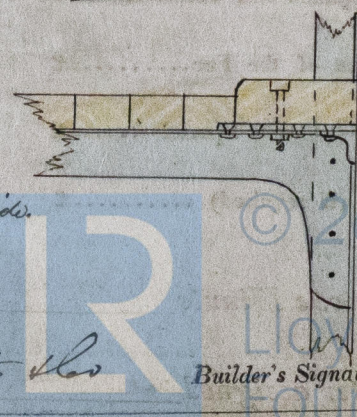
Paddle " "

No. of breasthooks **Four** crutches **Four** how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel? {

Scott & Co
Scott & English

SEYFANG & CO, PRINTERS, FARRINGTON STREET, LONDON



Builder's Signature.

IRON 432A-0004

1184 *Lion*

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
 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*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *Some*
 Was the plating caulked internally in the wake of the frames or ribs? *No*

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		cwt. qrs. lbs.
<i>one complete suit</i>	Fore Sails,	<i>270</i>	Chain	<i>1 1/2</i>	<i>3</i>	Bower,	<i>19 2 8</i>
	Fore Top Sails,	<i>75</i>	" <i>Stream</i>	<i>1 1/2</i>	<i>1</i>	Stream,	<i>18 2 5</i>
	Fore Topmast Stay Sails,	<i>75</i>	Hempen Stream Cable	<i>8 1/2</i>			<i>6 1 -</i>
	Main Sails,	<i>75</i>	Hawser	<i>6 1/2</i>	<i>2</i>	Kedge,	<i>3 2 9</i>
	Main Top Sails,		Towlines	<i>5</i>			<i>2 3 10</i>
and			Warp				
			All of <i>Good</i> quality.				

Her *Rigging is wire* Standing and Running Rigging *Hemp* sufficient in size and *Good* in quality.

She has *one* Long Boat and *Cutter and Pinnace*

The present state of the *with patent purchase* Windlass is *Good* Capstan *with double* and Rudder *Good* Pumps *Four lead*

GENERAL REMARKS.

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

Laid on in January 1856, launched 24th June 1856. Officially surveyed in accordance with Secretary's instructions dated 11 April 1856. This vessel has been built expressly for the timber trade, in consequence of which there are no watertight bulkheads, as required by the Rules for Iron Ships, Section 12. The Angle-iron frames and plating are heavy for the 12 Years grade. Laps or edges of plating double rivetted from Keel to upper part of bilges or water line; all the butt straps and lower edge of sheerstrakes double rivetted. Workmanship and materials good. Ground tackle and furnishings complete and of the best description. Testing Certificates of Chain Cables produced.

Frames and plating being heavy, with extra double rivetting of laps, we have respectfully to submit her claims for 9 A.

In what manner are the surfaces preserved from oxidation? *With one coat grey oxide of Zinc inside, two coats of Red lead outside, and one coat of Peacock's composition on bottom*

We are of opinion this Vessel should be Classed *"9 A."*

The Amount of the Fee.....£ *5* : " : " is received by me,

Special£ *28* : *4* : "

Certificate (if required)£ " : " : "

Committee's Minute *18th July 1856*

Character assigned

John R. Cumming
John R. Cumming
with the exception of the entire boat of Bulkheads I see no objection to the class being made
15 July 1856