

IRON SHIPS.

Recd 24/4/65
1865

2238 Survey held at Harrington Date 17th April

Bk "Mountain Laurel" Master Jas Fisher

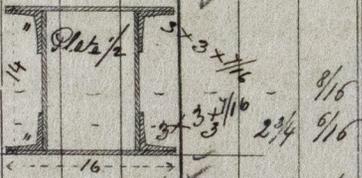
under tonnage deck 641 Built at Harrington When built 1864-5 Launched 27th February 1865

poop house on spar deck 48 By whom built R. Williamson & Son Owners Spratt & others

Register tonnage 689 7/100 Port belonging to Liverpool Destined Voyage _____

Surveyed while Building, Afloat, or in Dry Dock while building S.S. No 141

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	No. of Decks
Length aloft	<u>174</u>	<u>4</u>	Extreme Breadth	<u>30</u>	<u>2</u>				<u>one</u>
Dimensions of Ship per Register, length <u>174.4</u> breadth <u>30.2</u> depth <u>19.4</u>									
Keel, if bar iron, depth and thickness	<u>7 x 2 3/4</u>		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
„ if plate iron, breadth and thickness	<u>7 x 2 3/4</u>						<u>32</u> <u>1/16</u> <u>30</u> <u>1/16</u>		
Stem, if bar iron, moulding and thickness	<u>7 x 2 3/4</u>						Ditto from Garboard to upper part of Bilges		
„ if plate iron, breadth and thickness	<u>7 x 2 3/4</u>						<u>10/16</u> ✓ <u>10/16</u>		
Stern-post, if bar iron, moulding and thickness	<u>7 x 2 3/4</u>						„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
„ if plate iron, breadth and thickness	<u>7 x 2 3/4</u>						<u>9/16</u> ✓ <u>9/16</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>				<u>21</u>		„ from 3/4ths depth of Hold to lower edge of Sheerstrake		
Frames, Size of Angle Iron, single or double	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>4</u>	<u>3</u>	<u>7/16</u>	„ Sheerstrake, breadth and thickness		
Reversed Iron, No. to every frame	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	<u>31 1/2</u> <u>10/16</u> <u>9/16</u> <u>30</u> <u>1/16</u> <u>9/16</u>		
Hold and for every alternate frame above	<u>2 1/2</u>		<u>9/16</u>	<u>20</u>		<u>9/16</u>	Butt Straps to outside plating, breadth and thickness		
Floors, depth and thickness of Floor Plate at mid line	<u>9</u>		<u>9/16</u>			<u>9/16</u>	<u>9 3/4</u> to <u>9</u> x <u>1/16</u> to <u>9/16</u>		
„ Ditto ditto at Bilge Keelson	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
„ Size of Reversed Angle Iron, and No. 1 x 2 at top of Floor Plate	<u>2 1/2</u>		<u>9/16</u>	<u>20</u>		<u>9/16</u>	<u>30</u> <u>9/16</u> <u>25</u> <u>9/16</u>		
Beams, Deck (No. 41) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7 1/2</u>		<u>9/16</u>	<u>7 1/2</u>		<u>7/16</u>	Angle Iron on ditto		
„ double or single Angle Iron, on top edge	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	<u>2 3/4</u>	<u>2 3/4</u>	<u>6/16</u>	<u>5 x 3</u> x <u>7/16</u> <u>4 1/2</u> x <u>3 1/2</u> x <u>7/16</u>		
„ average space between	<u>3 feet</u>	<u>6 inches</u>					Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
„ Hold, or Lower Deck (No. 38) double Angle, Tee, Plate, or Bulb Iron	<u>7 1/2</u>		<u>9/16</u>	<u>7 1/2</u>		<u>7/16</u>	<u>11 3/4</u> <u>9/16</u> <u>11 1/4</u> <u>9/16</u>		
„ double or single Angle Iron on top edge	<u>3</u>	<u>2 3/4</u>	<u>6/16</u>	<u>2 3/4</u>	<u>2 3/4</u>	<u>6/16</u>	Diagonal Tie Plates on ditto		
„ average space between	<u>3 feet</u>	<u>6 inches</u>					<u>11 3/4</u> <u>9/16</u> „		
„ Paddle, sided and moulded, thickness of Plate							Planksheer, materials and scantlings		
„ Engine							Waterway ditto ditto		
Keelson, single or double plate, box, or intercostal	<u>5</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	Flat of Upper Deck, thickness and material		
„ Size of Plates							<u>4</u> <u>6</u> Pine <u>3/2</u>		
„ Size of Angle Irons							„ how fastened to Beams		
„ Side, single or double, plate, box, or intercostal							<u>nut</u> x <u>screw</u> bolts		
„ Bilge (No. two) at each Bilge, single, or double, plate, or box	<u>5</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7/16</u>	Ceiling betwixt Decks and in Hold, thickness and material		
„ lower one, with hull iron 7 x 1/2 between							<u>2 3/4</u> <u>6</u> x <u>limb</u> <u>elm</u> in hold		
Transoms, material or, if none, in what manner compensated for.							<u>2</u> Red <u>4</u> Pine <u>bottom</u> <u>twice</u> <u>deck</u>		
Knight-heads, and Hawse Timbers							Clamps or Spirketting ditto		
The Frames extend in one length from keel to Gunwale rivetted through plates with 4/8ths rivets, about (6/8) apart.							Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
The reverse angle irons on the floors extend in one length across the middle line from to angle to iron stringer in hold and on alternate frames to upper deck							<u>20</u> <u>9/16</u> <u>18 3/4</u> <u>9/16</u>		
Keelson, how are the various lengths of plates or angle irons connected? <u>by Butt Straps</u>							Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
Plates, Garboard, double or rivetted to keel, double or rivetted at upper edge, with rivets (1/8 x 7/8 ins.) diameter, averaging (4 x 3/4 in.) apart.							<u>11 1/2</u> <u>9/16</u> <u>11 1/4</u> <u>9/16</u>		
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart.							Stringers in Hold		
„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 x 10/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart.							<u>5 x 3</u> x <u>7/16</u> <u>4 1/2</u> x <u>3 1/2</u> x <u>7/16</u>		
„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 in.) apart.							Flat of Lower Deck, thickness and material		
„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>double</u>							Main piece of Rudder, diameter at head		
„ Butts from bilge to planksheers, worked carvel with butt straps (10/16 to 9/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart.							<u>4 3/4</u> „ <u>4 3/4</u> „		
Butt Straps of Keelsons, Stringer and Tie Plates, double or triple rivetted? <u>Butt straps of upper deck stringer plate and sheerstrake triple rivetted.</u>							„ at heel		
Planksheer, how secured to the plating of the sides							<u>2 3/4</u> „ <u>2 3/4</u> „		
Waterway „ „ planksheer and to the Beams							(Can the Rudder be unshipped afloat <u>Yes</u>)		
Deck Beams, how secured to the side? <u>Bracket ends well rivetted to the frames</u>							Bulkheads, No. 1 Thickness of <u>3/8</u>		
Hold or Lower Deck ditto							„ Height up upper deck		
Paddle „ „							„ how secured to the sides of the ship <u>to double angle iron</u>		
							„ size of vertical angle irons <u>3 x 2 3/4 x 7/16</u> and their distance apart <u>2 feet</u> <u>6 inches</u>		



Plates, Garboard, double or rivetted to keel, double or rivetted at upper edge, with rivets (1/8 x 7/8 ins.) diameter, averaging (4 x 3/4 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (1/16 x 10/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

„ Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double

„ Butts from bilge to planksheers, worked carvel with butt straps (10/16 to 9/16) thick, double or single rivetted; with rivets (1/8 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 5/8) Breadth of laps in single rivetting (3 to 2 3/4)

Butt Straps of Keelsons, Stringer and Tie Plates, double or triple rivetted? Butt straps of upper deck stringer plate and sheerstrake triple rivetted.

Planksheer, how secured to the plating of the sides

Waterway „ „ planksheer and to the Beams

Deck Beams, how secured to the side? Bracket ends well rivetted to the frames

Hold or Lower Deck ditto

Paddle „ „

No. of breasthooks 5 crutches 5

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

Manufacturer's name or trade mark Bolchov & Co. Bangor Middlesex

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature R. Williamson & Son Surveyor's Signature J. H. Silvester

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces? or are they in short lengths of various thicknesses? Solid with few

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Generally so 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? a few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.



The fore Mast, Main Mast & Bowsprit are of Iron, constructed with 2 plates in circumference lap seamed & single riveted, the butts flush & double riveted to butt straps, the plating is stiffened with 3 angle iron 3 x 3 x 7/16 of Harvey, & iron iron, & stamped with maker's name. She has 3 SAILS. CABLES, &c. ANCHORS, and their weights.

N ^o .	Description	Fathoms	Inches	Tons	Particulars	N ^o .	Weight	Tested to
	Fore Sails,	270 1/2	4 1/2	4 1/2	Bowers,	3	32.0	26.0.0
	Hempen Stream Cable	90	8		Stream,	1	9.3.0	
	Hawser .. Chain	60	7/8		Kedges,	2	4.3.10	2.2.7
	Towlines	75	10					
	Warp	90	5 1/4					
	All of <u>Good</u> quality.	90	4					

Her Standing and Running Rigging Wire, heavy & suitable sufficient in size and Good in quality.

She has One Long Boat and two others

The present state of the Windlass is Good, 2 Capstans and Rudder and Pumps 3 Metal pumps good

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under Special Survey

No. 141 Surveys held 2nd. On the plating during the progress of rivetting

Date 2nd March 1864 while building 3rd. When the beams were in and fastened, and before the decks were laid between the 29th of Feb & 1864

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated and the present date.

No. _____ Section 18. 5th. After the ship was launched

State if she has a Main Deck with a raised 1/2 Poop house above, or Forecastle deck from Windlass forward for Capstan & working anchors.

General Remarks, It appears that the Anchors & Cables for this vessel were ordered when she was commenced (excepting the 3rd Bower Anchor) and supplied before the amended Rules for testing came into force.

The Testing Certificates for Anchors & Chains herewith; also a letter received from the Builder in reference to the character the vessel may be entitled to, for having been built under a Proof in accordance with the Rules for Iron Ships, Section 23.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to bilges & inside of Iron

Ditto ditto Outside oxide of iron & other paint.

I am of opinion this Vessel should be Classed A 1

The amount of the Fee £ 5 : : is received by me,

Special £ 34 : 9 : from Messrs R. Williamson & Sons

Certificate (if required) £ :

Committee's Minute 25th April 1865

Character assigned A 1

Approved in the name of the Registrar

Wm. G. ...