

IRON SHIPS.

Rev 24/4/65

2238 Survey held at Harrington Date 17th April 1865

Bk "Mountain Laurel" Master James 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. W. Williamson & Son Owners Sprott & 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		Feet. Inches		Feet. Inches		Feet. Inches		Feet. Inches		Feet. Inches	
Length		Breadth		Depth		Deck		Power		Decks		Holds	
174.4		30.2		19.4		19.4		19.4		one		one	
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		7 x 2 3/4		7 x 2 3/4		Plates in Garboard Strakes, breadth and thickness		32		1 1/16		30 1/16	
,, if plate iron, breadth and thickness		7 x 2 3/4		7 x 2 3/4		Ditto from Garboard to upper part of Bilges		10 1/16		1 1/16		10 1/16	
Stem, if bar iron, moulding and thickness		7 x 2 3/4		7 x 2 3/4		,, from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9 1/16		1 1/16		9 1/16	
,, if plate iron, breadth and thickness		7 x 2 3/4		7 x 2 3/4		,, from 3/4ths depth of Hold to lower edge of Sheerstrake		9 1/16		1 1/16		9 1/16	
Stern-post, if bar iron, moulding and thickness		7 x 2 3/4		7 x 2 3/4		,, Sheerstrake, breadth and thickness		31 1/2		1 1/16		30 1/16	
,, if plate iron, breadth and thickness		7 x 2 3/4		7 x 2 3/4		Butt Straps to outside plating, breadth and thickness		9 3/4 to 9		1 1/16 to 1 1/16		9 1/16 to 9 1/16	
Distance of Frames from moulding edge to moulding edge, all fore and aft		21		21		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		30		1 1/16		25 1/16	
Frames, Size of Angle Iron, single or double		4 3 7/16		4 3 7/16		Angle Iron on ditto		5 x 3		1 1/16		4 1/2 x 3 1/2	
Reversed Iron, to every frame		3 2 3/4 6/16		3 2 3/4 6/16		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		11 3/4		1 1/16		11 1/4 8/16	
Holds, depth and thickness of Floor Plate at mid line		21 1/2		20		Diagonal Tie Plates on ditto		11 3/4		1 1/16		11 1/4	
,, Ditto ditto at Bilge Keelson		9		8 1/16		Planksheer, materials and scantlings		11 3/4		1 1/16		11 1/4	
,, Size of Reversed Angle Iron, and No. 1 x 2 at top of Floor Plate		3 2 3/4 6/16		3 2 3/4 6/16		Waterway ditto ditto		-		-		free sketch	
Beams, Deck (No. 41) double Angle Iron, Plate, Tee, or Bulb Iron		7 1/2		7 1/2		Flat of Upper Deck, thickness and material		4 1/2		Pine		3 1/2	
,, double or single Angle Iron, on top edge		3 2 3/4 6/16		2 3/4 2 3/4 6/16		,, how fastened to Beams		-		-		screw bolts	
,, average space between		3 feet 6 inches		-		Ceiling betwixt Decks and in Hold, thickness and material		2 3/4		6 x 10 Pine		in hold	
,, Hold, or Lower Deck (No. 38) double Angle, Tee, Plate, or Bulb Iron		7 1/2		7 1/2		Clamps or Spicketing ditto		-		-		-	
,, double or single Angle Iron on top edge		3 2 3/4 6/16		2 3/4 2 3/4 6/16		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		20		1 1/16		18 3/4 8/16	
,, average space between		3 feet 6 inches		-		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		11 1/2		1 1/16		11 1/4 8/16	
,, Paddle, sided and moulded, thickness of Plate size of Angle Iron		-		-		Stringers in Hold		5 x 3		1 1/16		4 1/2 x 3 1/2	
,, Engine		-		-		Flat of Lower Deck, thickness and material		4 3/4		-		4 3/4	
Keelson, single or double plate, box, or intercostal		-		-		Main piece of Rudder, diameter at head		2 3/4		-		2 3/4	
,, Size of Plates		-		-		,, at heel		-		-		-	
,, Size of Angle Irons		-		-		(Can the Rudder be unshipped afloat)		-		-		-	
,, Side, single or double, plate, box, or intercostal		-		-		Bulkheads, No. 1 Thickness of		3 1/8		-		6/16	
,, Bilge (No. two) at each Bilge, single, or double, plate, box, or intercostal		5 3 7/16		4 1/2 3 1/2 7/16		,, Height up upper deck		-		-		-	
,, lower one, with bulk iron 7 x 1/2 between		-		-		,, how secured to the sides of the ship		-		-		to double angle iron	
Transoms, material iron or, if none, in what manner compensated for		-		-		,, size of vertical angle irons and their distance apart		3 x 2 3/4		1 1/16		2 feet 6 inches	
Knight-heads, and Hawse Timbers		-		-		The Frames extend in one length from		Keel		to		Gunwale rivetted through plates with 1/2 in. rivets, about (6/2) apart.	
The Frames extend in one length from		Keel		to		The reverse angle irons on the floors extend in one length across the middle line from		to		angle iron stringer in hold		and on alternate frames to upper deck	
Keelson, how are the various lengths of plates or angle irons connected?		by Butt Straps		-		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 (1/16 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 ins.) 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 single 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		-		-		,, Beams, how secured to the side? Bracket ends well rivetted to the frames		-		-		-	
Hold or Lower Deck ditto		-		-		,, 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 & Vaughan Middleboro

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. Lillman

IRON 438-0225

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 secured & single riveted, the butts flush & double riveted to butt straps, the plating is stiffened with 3 angle irons 3 x 3 x 7/16 of Thames Iron Works & ANCHORS, and their weights.

N ^o .		Chain	Fathoms.			Inches	Tons	No.	Weight	Tested to
	Fore Sails,		270	4	1/2	4 1/2		3	32.0	26.0.0
Double	Fore Top Sails,	Hempen Stream Cable	90	8					31.2	26.0.0
but	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	7/8					22.3	19.15.0
✓	Main Sails,	Towlines	75	10				1	9.3.0	
	Main Top Sails,	Warp	90	5 1/4				2	4.3.10	
and		All of <u>Good</u> quality.	90	4					2.2.7	

Her Standing and Running Rigging Wire, hemp & tharilla 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
No. 141 while building 2nd. On the plating during the progress of rivetting Special Survey
Date 2nd March 1864 3rd. When the beams were in and fastened, and before the decks were laid between the 29th Feb & 4th Mar
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
General Remarks, Capstan & working Anchors.

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 Outside 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 23rd April 1865

Character assigned A 1

MT

I concur in the above
and would
be glad to suggest
that the vessel
be marked
as built under a Proof

To L. L. L.
for the
Lloyd's Register
of Shipping