

# 4188 IRON SHIPS.

27800

No. 3 med. Sch<sup>2</sup> Survey held at London Date July 5<sup>th</sup> 1864 to June 24<sup>th</sup> 1865

on the Iron Screw Steamer Sir John Lawrence Master Alfred Pike

Tonnage Gross 544 19 Engine Room 119.44 Register 457 100 Built at London

When Built 1865 Launched January 28<sup>th</sup> 1865. By whom built Simpson & Comp<sup>y</sup>

Owners Finlay Campbell & Co Port belonging to London Destined Voyage Bombay

If Surveyed Afloat or in Dry Dock On a Slip at Cubitt Town, and Afloat, (Victoria, Pontoon)

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.
207	9	28	-	13	5	120	500 Sea
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21		under 500 Scale		
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3 1/2 3		7/16 3 1/2		2 3/4 7/16		
depth and thickness of Floor Plate at mid line	18 ins by 7/16		17		7/16		
depth and thickness of Floor Plate at Bilge Keelson	9 by ends		7/16 3		9 7/16		
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3 2 2		6/16 2 3/4		2 1/2 6/16		
Frames, Size of Angle Iron, single or double	3 1/2 3		7/16 3 1/2		2 3/4 7/16		
Reversed Iron, to every frame or every other frame	3 2 2		6/16 2 3/4		2 1/2 6/16		
Beams, Deck (No. 50) double Angle Iron, Plate, or Bulb Iron	4 7 by 8/16		7		7/16		
average space between	3 ft 6		3 ft 6				
Hold, or Lower Deck (No. 22) double Angle Iron, Plate, or Bulb Iron	7 by 8/16		7 by 7/16				
average space between	3 ft 6		3 ft 6				
Keelson, single plate, box, or intercostal	12 1/2 by 5/8		12 1/2 by 5/8				
Size of Plates	3 8 by 4		6/16		4 by 3 6/16		
Size of Angle Irons	3 8 by 4		6/16		4 by 3 6/16		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	some treble						
Planksheer, how secured to the plating of the sides	Explain by sketch						
Waterway, how secured to the side?	forged ends rivetted to the Ribs, below the stringer plates.						
Deck Beams, how secured to the side?	Do						
Hold or Lower Deck	Do						
Paddle	Do						
No. of breasthooks	Deck Hooks crutches ribs plates how are pointers compensated? by ribs and plates, running from side to side						
What description of iron is used for the angle iron and plate iron in the vessel?	marked "B" best						

Stem, if bar iron, moulding and thickness .... 6 2 7/8 6 3/4 2 1/2

if plate iron, breadth and thickness ....

Stern-post, bar iron, moulding and thickness 7 by 6 6 3/4 2 1/2

if plate iron, breadth and thickness

Keel, bar iron, depth and thickness .... 6 2 7/8 7 2 1/2

if plate iron, breadth and thickness Heel 7 by 6

Garboard Plates, Breadth and thickness ..... 2 ft wide by 10/16 2 4/0 10/16

From Garboard to upper part of Bilge ..... 9/16 - - 9/16

From upper part of Bilge to Sheerstrakes ..... 3/16 - - 8/16

Sheerstrakes, double Breadth and thickness ..... 31 ins by 9/16 & 8/16 ends 2 ft 9/16

Butt Straps to outside plating, Breadth and thickness ..... 31 ins by 10/16 9/16 8/16 10.9 8/16

Planksheers ..... Material

Gunwale Plate or Stringer on ends of Up. Dk Beams 3 feet wide in middle 23 ins " at ends 9/16 2 1/2 7/16

Angle Iron on ditto running all fore and aft 4 by 3 6/16 4 - 3 -

Diagonal Tie Plates on Beams five pairs - 11 ins by 9/16 10 7/16

Waterway East End Scale 6 by 1 1/2 - -

Deck Yel Pine 3 ins - 3 -

Ceiling in Hold Pine & Rock Elm 2 " - 2 -

Ceiling betwixt Decks Battens 6 by 2 - -

Beam Clamps or Spirkotting Shelf ..... 8/16

Stringer Plates on ends of Hold or Lower Dk Beams 22 ins wide 7/16 plate thick - 7/16

angle iron 4 x 3 7/16 4 - 3 - 6/16

Ceiling between Decks Iron 11 ins wide by 9/16 10 7/16

Stringer or Tie Plates outside Hatchways

Deck Beam Clamps or Spirkotting Shelf 4 by 3 6/16 thick 4 - 3 -

Stringers in Hold two double angle irons

Deck, Lower see sketch

Deck, Upper, how fastened to Beams by screw bolts put in from Bulkheads, No. four Thickness of 5/16

how secured to the sides of the ship by double ribs.

size of vertical angle iron and their distance apart 3 by 2 1/2 4 7/16

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 or 7/8) apart.

The reverse angle irons on the floors extend in one length across the middle line from to upr pt of bilge every other

" " " on the frames " " " from Keel to Deck stringer, every other.

Keelson, how are the various lengths of plates or angle irons connected? by angle irons above and below, and at Per Rule

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (13/16 ins.) diameter averaging (3 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. edges are all double rivetted, except edge next below the sheerstrake

Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no

Edge of Sheerstrake, double or single rivetted? double. - doubling plates in mid/ls are treble rivetted at but

Butts from bilge to planksheers, worked carvel with a lining piece (8/16) thick, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/4) & 2 1/2

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Cubitt Town

ship. Are the lands or laps of the benchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three 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? well  
 Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid pieces.  
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well — and are the rivet holes well and sufficiently countersunk in the outer plate? well counter sunk.  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? none seen.

"Portland Cement"

Her Masts, Yards, &c., are in good condition, and sufficient in size and length. ✓

4188 *Im*

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.		N <sup>o</sup> . Weight.
2	Fore Sails,	Chain	270 1 3/8	Bower,	3 20.1.0
2	Fore Top Sails,	Hempen Stream Cable	90 7/8	Stream,	1 4.11.7
2	Fore Topmast Stay Sails,	Hawser	90 8 1/2		1 3.1.20
1	Main Sails,	Towlines	90 6 1/2		10 3 1/2
2	Main Top Sails,	Warp	90 3 1/2	Kedge,	14 1 3/4
and well found		All of <u>good</u> <sup>tank manilla</sup> quality.			

Her Standing and Running Rigging galvanized wire & hemp sufficient in size and good in quality.

She has a Long Boat and three others

The present state of the Windlass is efficiently Capstan efficiently and Rudder efficiently } Pumps New and efficiently  
Emerson & Walker 4 1/2 as recommended

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys  
 Date of building,  
 per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought July 1864
  - 2nd. On the plating during the progress of rivetting ✓
  - 3rd. When the beams were in and fastened, and before the decks were laid ✓ up to the present time
  - 4th. When the ship was complete, and before the plating was finally coated ✓
  - 5th. After the ship was launched afloat — and again on the Pontoon Victoria dock.

The accompanying specification was submitted for approval last year. — She has the bulb plate as required for beam plates fitted between the double angle irons at lower part of bilges, for more than half the length of the vessel in midship, and it will be seen the main piece of timber is in size sufficient for a vessel of 500 tons. — Keelsons "run through" and "extended" as recommended. —

Butts of Garb<sup>d</sup> at first were not in unison with the Rules, but which were afterwards altered, and made right. All rivets found bad, from time to time, were cut out. (fault of inferior workmen) the workmanship on the whole had to be improved, and was improved before launching. —

outside led lead &c

In what manner are the surfaces preserved from oxidation? inside with Portland Cement up to turn of bilge.

I am of opinion this Vessel should be classed A. 1.

The amount of the Fee .....£ 5: —: is received by me, Samuel Parsons.  
 Special .....£ 15: 15: —: }  
 Certificate (if required) .....£ : : —: }

Committee's Minute 11<sup>th</sup> July 1865

Character assigned A 1 A.T.C.P.

*[Handwritten signatures]*



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