

IRON SHIPS.

No. 3 med. Sch. Survey held at London Date July 5th 1864 to June 24th 1865
on the Iron Screw Steamer Sir John Lawrence Master Alfred Pike
Tonnage Gross 544 1/4 Engine Room 119.44 Register 457 Built at London
Under Deck 487.36 When Built 1865 Launched January 28th 1865 By whom built Simpson & Comp^y
Owners Finlay Campbell 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 207 9 Extreme Breadth 28 — Depth from top of Upper Deck Beam to top of Floor 13 5 Power of Engines 120
und 500 Sea

	Inches in Ships.	Inches required per Rule.	16ths required per Rule.		Inches in Ships.	Inches required per Rule.	16ths required per Rule.		Inches in Ships.	Inches required per Rule.	16ths required per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>	<u>21</u>	Stem, if bar iron, moulding and thickness	<u>6</u>	<u>2 7/8</u>	<u>6 3/4</u>	<u>2 1/2</u>			
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	" if plate iron, breadth and thickness	<u>7</u>	<u>by 6</u>	<u>6 3/4</u>	<u>2 1/2</u>			
" depth and thickness of Floor Plate at mid line	<u>18 ins</u>	<u>by 7/16</u>	<u>—</u>	" " if plate iron, breadth and thickness	<u>6</u>	<u>2 7/8</u>	<u>7</u>	<u>2 1/2</u>			
" depth and thickness of Floor Plate at Bilge Keelson	<u>9</u>	<u>by ends</u>	<u>7/16</u>	Keel, if bar iron, depth and thickness	<u>6</u>	<u>2 7/8</u>	<u>7</u>	<u>2 1/2</u>			
" Size of Reversed Angle Iron, and No. / at top of Floor Plate	<u>3</u>	<u>2 2</u>	<u>6/16</u>	" if plate iron, breadth and thickness	<u>7</u>	<u>by 6</u>	<u>—</u>	<u>—</u>			
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3</u>	<u>7/16</u>	Garboard Plates, Breadth and thickness	<u>2 ft 6</u>	<u>wide by</u>	<u>10/16</u>	<u>2 40</u>	<u>10/16</u>		
" Reversed Iron, to every frame or every other frame	<u>3</u>	<u>2 2</u>	<u>6/16</u>	From Garboard to upper part of Bilge	<u>—</u>	<u>—</u>	<u>9/16</u>	<u>—</u>	<u>9/16</u>		
Beams, Deck (No. 50) double Angle Iron, Plate, or Bulb Iron	<u>4</u>	<u>7</u>	<u>by 8/16</u>	From upper part of Bilge to Sheerstrakes	<u>—</u>	<u>—</u>	<u>8/16</u>	<u>—</u>	<u>8/16</u>		
" double or single Angle Iron, on edge	<u>2 ins</u>	<u>by 8/16</u>	<u>—</u>	Sheerstrakes, doubled Breadth and thickness	<u>31 ins</u>	<u>by 9/16 & 8/16 ends</u>	<u>2 ft 2</u>	<u>9/16</u>			
" average space between	<u>3 ft 6</u>	<u>—</u>	<u>—</u>	Butt Straps to outside plating, Breadth and thickness	<u>31 ins</u>	<u>by 10/16 9/16 8/16</u>	<u>2 ft 2</u>	<u>9/16</u>			
" if wood (No.) sided & moulded	<u>I</u>	<u>7</u>	<u>by 8/16</u>	Planksheers	<u>3 feet</u>	<u>wide in middle</u>	<u>9/16</u>	<u>2 1/2</u>	<u>7/16</u>		
" Hold, or Lower Deck (No. 22) double Angle Iron, Plate, or Bulb Iron	<u>7</u>	<u>by 8/16</u>	<u>—</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>23 ins</u>	<u>" at ends</u>	<u>9/16</u>	<u>2 1/2</u>	<u>7/16</u>		
" double or single Angle Iron, on edge	<u>as upr deck</u>	<u>—</u>	<u>—</u>	Angle Iron on ditto	<u>4 by 3</u>	<u>by 6/16</u>	<u>4</u>	<u>3</u>	<u>—</u>		
" average space between	<u>3 ft 6</u>	<u>—</u>	<u>—</u>	Diagonal Tie Plates on Beams	<u>five pairs</u>	<u>—</u>	<u>11 ins</u>	<u>by 9/16</u>	<u>10</u>	<u>7/16</u>	
" if wood (No.) sided & moulded	<u>I</u>	<u>7</u>	<u>by 8/16</u>	Waterway	<u>East Ind Scale</u>	<u>6 by 1 1/2</u>	<u>—</u>	<u>—</u>	<u>—</u>		
" Paddle, wood, sided and moulded, or if Iron, size of Plate	<u>any iron 3 3/4 by 4 ins</u>	<u>7/16</u>	<u>—</u>	Deck	<u>Yel Pine</u>	<u>3 ins</u>	<u>—</u>	<u>—</u>	<u>—</u>		
Keelson, single plate, box, or intercostal	<u>5/8</u>	<u>I</u>	<u>7</u>	Ceiling in Hold	<u>One 4 Rock Elm</u>	<u>2</u>	<u>—</u>	<u>—</u>	<u>—</u>		
" Size of Plates	<u>12 1/2</u>	<u>by 5/8</u>	<u>—</u>	Ceiling betwixt Decks	<u>Battens</u>	<u>6 by 2</u>	<u>—</u>	<u>—</u>	<u>—</u>		
" Size of Angle Irons	<u>3 3/4</u>	<u>by 6/16</u>	<u>—</u>	Beam Clamps or Spirketting	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>		
Ditto Bilge (No. two) double Angle Iron, Plate, or Bulb Iron	<u>4 by 3</u>	<u>by 6/16</u>	<u>—</u>	" Shelf	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>		
Transoms, material iron or, if none, in what manner compensated for.	<u>any iron 3 3/4 by 4 ins</u>	<u>7/16</u>	<u>—</u>	" Stringer Plates on ends of Hold or Lower Dk Beams	<u>22 ins</u>	<u>wide 7/16 plate thick</u>	<u>—</u>	<u>7/16</u>			
Knight-heads, and Hawse Timbers	<u>none</u>	<u>—</u>	<u>—</u>	Angle iron	<u>4 x 3</u>	<u>by 6/16</u>	<u>4</u>	<u>3</u>	<u>—</u>	<u>6/16</u>	

Planksheers, how secured to the plating of the sides by screw bolts put in from above with nuts below the stringer plates.
 Waterway " " planksheer and to the Beams if necessary.
 Deck Beams, how secured to the side? forged ends rivetted to the ribs.
 Hold or Lower Deck " Do
 Paddle " Do
 No. of breasthooks Deck Hooks crutches rib 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
Ribs and plates all marked "Blacknawon."

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.

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

4188 Ln

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
2	Fore Sails,	Chain	270	1 3/8	Bower,	3	20.1.0
2	Fore Top Sails,	Hawser Chain	90	7/8			19.3.0
2	Fore Topmast Stay Sails,	Hawser	90	8 1/2	Stream,	1	4.11.7
1	Main Sails,	Towlines	90	6 1/2		1	3.1.20
2	Main Top Sails,	Warp	90	3 1/2	Kedge,	14	3 1/4
	and well found	All of <u>good</u> ^{tank manilla} quality.					

Her Standing and Running Rigging galvaniz^d 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
Emmerson & Walker 4 1/2 ad recommended

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

- DATES of Surveys
- 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.
- ile building, per Section 17.

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^d 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,

Special£ 15: 15: —

Certificate (if required)£ : : —

Committee's Minute 11th July 1865

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

Samuel Watson.



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