

IRON SHIPS.

No. 24832 Survey held at London Date June 28 & July 5 1861
 on the "City of London" Master Wm. Wigram & Son
 Tonnage Gross 150 Engine Room 31 Register 119 3/100 Built at Blackwall
 When Built 1861 By whom built Wm. Wigram & Son Owners Euphrates & Tigris Steam Navigation Co.
 Port belonging to London Destined Voyage to India

Surveyed at Blackwall in Wm. Wigram's Yard

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck | Feet. | Inches. | Power of Engines | Horse No. |
|---|----------------|--------------------------|------------------|-------|---------|---|-------|---------|------------------|-----------|
| 168 | | | 24 | | | 4 | | 6 | 2 of 35 | |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft | Inches in Ship | Inches required per Rule | 18 in Upper Room | | | Stem, if bar iron, moulding and thickness | | | | |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate | Inches in Ship | Inches required per Rule | 2 2 4/16 | | | " if plate iron, breadth and thickness | | | | |
| " depth and thickness of Floor Plate at mid line | Inches in Ship | Inches required per Rule | 8 1/2 - 4/16 | | | Stern-post, if bar iron, moulding and thickness | | | | |
| " depth and thickness of Floor Plate at Bilge Keelson | Inches in Ship | Inches required per Rule | 8 1/2 4/16 | | | " " if plate iron, breadth and thickness | 12 | 4/16 | | |
| " Size of Reversed Angle Iron, and No. at top of Floor Plate | Inches in Ship | Inches required per Rule | 2 2 4/16 | | | Keel, if bar iron, depth and thickness | | | | |
| Frames, Size of Angle Iron, single or double | Inches in Ship | Inches required per Rule | 2 2 4/16 | | | " if plate iron, breadth and thickness | | | | |
| " Reversed Iron, if to every frame or every frame | Inches in Ship | Inches required per Rule | 2 2 4/16 | | | Garboard Plates, thickness | | | | |
| Beams, Deck (N ^o) | Inches in Ship | Inches required per Rule | 3 1/2 2 1/2 5/16 | | | From Garboard to upper part of Bilge | | | | |
| " depth & thickness of plate amidships | Inches in Ship | Inches required per Rule | | | | From upper part of Bilge to Sheerstrakes | | | | |
| " double or single Angle Iron, on lower edge | Inches in Ship | Inches required per Rule | 3 1/2 4/16 | | | Sheerstrakes | | | | |
| " average space between | Inches in Ship | Inches required per Rule | 4 1/2 | | | Breadth & thickness of Butt Straps to outside plating | | | | |
| " if wood (N ^o) sided & moulded | Inches in Ship | Inches required per Rule | | | | Planksheers | | | | |
| " Hold, or Lower Deck (N ^o) | Inches in Ship | Inches required per Rule | | | | Gunwale Plate or Stringer on ends of Up. Dk Beams | | | | |
| " double Angle Iron or Bulb Iron with double Angle Iron on top | Inches in Ship | Inches required per Rule | | | | Angle Iron on ditto | | | | |
| " depth & thickness of plate amidships | Inches in Ship | Inches required per Rule | | | | Waterway | | | | |
| " double or single Angle Iron, on lower edge | Inches in Ship | Inches required per Rule | | | | Deck | | | | |
| " average space between | Inches in Ship | Inches required per Rule | | | | Ceiling in Hold | | | | |
| " if wood (N ^o) sided & moulded | Inches in Ship | Inches required per Rule | | | | Ceiling betwixt Decks | | | | |
| " Paddle, wood, sided and moulded | Inches in Ship | Inches required per Rule | 9 1/2 x 9 x 1/16 | | | Beam Clamps | | | | |
| " if Iron, size of Plate | Inches in Ship | Inches required per Rule | | | | " Shelf | | | | |
| " Engine | Inches in Ship | Inches required per Rule | 15 x 12 1/16 | | | " Stringer Plates on ends of Hold or Lower Dk Beams | | | | |
| Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | Inches in Ship | Inches required per Rule | 6 x 5/16 | | | Ceiling between Decks | | | | |
| " 2 Side or Bilge Bulkheads | Inches in Ship | Inches required per Rule | | | | Stringer or Tie Plates outside Hatchways | | | | |
| " Number of each side of the ship | Inches in Ship | Inches required per Rule | | | | Deck Beam Clamps | | | | |
| Transoms, material | Inches in Ship | Inches required per Rule | | | | " Shelf | | | | |
| | Inches in Ship | Inches required per Rule | | | | Stringers in Hold | | | | |
| | Inches in Ship | Inches required per Rule | | | | Deck, Lower | | | | |

Deck, Upper, how fastened to Beams with Couch Screws from below

Knight-heads " wooden chocks are they free from defects? yes

Hawse Timbers " above gunwale

Bulkheads, N^o. four Thickness of 2/16

" how secured to the sides of the ship to frames

" size of vertical angle iron and their distance apart 2 1/2 x 1/16

The Frames or Ribs extend in one length from Gunwale to Gunwale rivetted through plates with (1/2 in.) rivets, about (5 1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from only to receive the rivets for Keelson

" " " on the frames " " " from to

Keelson, how are the various lengths of plates or angle irons connected? By butt straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 ins.) diameter averaging (2 ins.) from centre to centre of rivet.

" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/4 in.) thick, or clench, double or single rivetted; rivets (3/8 in.) diameter, averaging (1 1/2 ins.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece (1/4 in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (2 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 planksheer, worked carvel with a lining piece (1/4 in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (1 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no

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

Planksheer, how secured to the plating of the sides Explain by sketch, none of wood

Waterway " " planksheer and to the Beams if necessary.

Side trussing " " breadth and thickness of plates how secured?

Deck trussing only four & aft bulkheads

Deck Beams, how secured to the side to frames and stringer plates

Hold or Lower Deck " none

Paddle " See tracing drawing herewith

No. of breasthooks " crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? outside plating & stringer plates of the Wardale Comp. Co. frames & beams of the Wardale Comp. Co.

Builder's Signature Wm. Wigram & Son

2864 Iron

Workmanship. Are the lands or laps of the clenchwork 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? _____
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? _____
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? _____
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? _____ and are the rivet holes well and sufficiently countersunk in the outer plate? _____
Are there any rivets which either break into or have been put through the seams or butts of the plating? _____

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

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|--------------------------|---------------------------|--|-----------------------------|---------------|
| N ^o . | | | | N ^o . | Weight. |
| | Fore Sails, | Chain | | | Bower, |
| | Fore Top Sails, | Hempen Stream Cable | | | |
| | Fore Topmast Stay Sails, | Hawser | | | Stream, |
| | Main Sails, | Towlines | | | |
| | Main Top Sails, | Warp | | | Kedge, |
| | and | All of _____ quality. | | | |

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is Capstan Main piece of descent and Rudder Belouze Rudder Pumps _____

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 on 28 June & 5 July 1861 while put together
held while building, { 2nd. On the plating during the progress of rivetting to be taken to pieces to be
as per Section 17. { 3rd. When the beams were in and fastened, and before the decks were laid shipped to the Persian
{ 4th. When the ship was complete, and before the plating was finally coated Gulf
{ 5th. After the ship was launched _____

This Vessel has been constructed to be taken to pieces and shipped off to the Persian Gulf there to be put together for the navigation of the Rivers Tigris & Euphrates and being intended to draw only 2 feet with her engines aboard is as tight as possible but is strengthened longitudinally by two fore & aft bulkheads extending all fore & aft on each side 7 ft 6 in from the middle line formed of 3/16 plate rivetted at the lower part to the bottom plates by 2 x 2 x 7/16 angle iron with similar angle iron at the top fastened to the deck beams and stiffened vertically by upright angle iron 2 x 2 x 7/16 under every beam — The Keelson and additional strengtheners in the Engine Room & under the boilers and in way of Portelles will be best understood by referring to the accompanying figured tracing from Engineer's plans — If the parts of this Vessel

In what manner are the surfaces preserved from oxidation?

(See Letter to Mr. Lynch 11. 7. 61)

I am of opinion this Vessel should be classed _____

The amount of the Fee £ 2 : — : — is received by me,

Special £ 5 : 5 : — Paid 4/3/62

Certificate (if required) £ : 2 : 6

Committee's Minute 15 August 1862

Character assigned 1st River

is entered as built in 1862 (see Certificate annexed)

Champions only
mile MD.

are carefully put together on their arrival at their destination and proper stores be supplied to her she will be fit for safe river navigation and if the same can be properly certified to the Com. M. & S. of opinion she may be classed A 1 for River purposes only — Hitchie

