

# IRON SHIPS.

Request for S.S. No. 312  
 No. 2212 Survey held at Penfrew Date 12<sup>th</sup> July 1864  
 on the Scm. B<sup>2</sup> Edmont Master C. Fredman  
 Tonnage Gross 400.72 Engine Room 91.25 Register 308.87 Built at Penfrew  
 When Built 1864 Launched 19<sup>th</sup> May By whom built Henderson, Coulburn & Co  
 Owners Panama, New Zealand & Australian Port belonging to London Destined Voyage Sydney  
Royal mail Comp<sup>y</sup>  
 If Surveyed Afloat or in Dry Dock Whilst building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
143		25	3	13	2	80	

  

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
	Inches.	Inches.	Inches.	Inches.					
	21	1/2	21	1/2	if plate iron, breadth and thickness	7	25	6 1/2	2 1/4
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	3 1/2	2 1/2	6	3/4	Stern-post, if bar iron, moulding and thickness	6 1/2	4 1/2	6 1/2	4 1/2
depth and thickness of Floor Plate at mid line	15	3/4	15	3/4	if plate iron, breadth and thickness	7	25	6 1/2	2 1/4
depth and thickness of Floor Plate at Bilge Keelson	10	3/4			Keel, if bar iron, depth and thickness	7	25	6 1/2	2 1/4
Size of Reversed Angle Iron, and No. / at top of Floor Plate	2 1/2	2 1/2	6	2 1/2	if plate iron, breadth and thickness				
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	6	3/4	Garboard Plates, Breadth and thickness	33	9	10	9/16
Reversed Iron, if to every frame	10	10	10	10	From Garboard to upper part of Bilge	9	10	9	5/16
Bilges & every other frame	10	10	10	10	From upper part of Bilge to Sheerstrakes	8	10	9	5/16
Beams, Deck (N <sup>o</sup> . 40) double Angle Iron, Plate, & Bulb Iron	6	3/4	6	3/4	Sheerstrakes, Breadth and thickness	36	10	10	9/16
double single Angle Iron, on upper edge	2 1/2	2	5	2 1/2	Butt Straps to outside plating, Breadth and thickness	8	10	9	5/16
average space between	3	6	3	6	Planksheers 2 from Bulwarks	34	9	10	24 7/16
if wood (N <sup>o</sup> . ) sided & moulded					Gunwale Plate or Stringer on ends of Up. Dk Beams	4	3	7/16	3 1/2 3 1/4 7/16
Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron, Plate, or Bulb Iron					Angle Iron on ditto	9	3	7/16	9 7/16
double or single Angle Iron on edge					Diagonal Tie Plates on Beams	11	7	7	3
average space between					Waterway	3	1	3	3
if wood (N <sup>o</sup> . ) sided & moulded					Deck				
Paddle, wood, sided and moulded, or if Iron, size of Plate					Ceiling in Hold				
Engine					Ceiling betwixt Decks				
Keelson, single plate, box, or intercostal	9 1/2	2 1/2	10	7/16	Beam Clamps or Spirketting				
Size of Plates	2	4	3 1/2	3 1/2	Shelf				
Size of Angle Irons	2	4	5	3 1/2	Stringer Plates on ends of Hold or Lower Dk Beams				
Ditto Bilge (No.)	2	4	3 1/2	3 1/2	Ceiling between Decks	9	7/16	9	7/16
Transoms, material					Stringer or Tie Plates outside Hatchways				
Knight-heads, and Hawse Timbers					Deck Beam Clamps or Spirketting				
The Frames or Ribs extend in one length from					Shelf				
The reverse angle irons on the floors extend in one length across the middle line from					Stringers in Hold				
Keelson, how are the various lengths of plates or angle irons connected?					Deck, Lower				
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets					Deck, Upper, how fastened to Beams				
Edges from Garboards to upper part of bilge, worked carvel with a lining piece					Bulkheads, N <sup>o</sup> . 4				
Butts from Keel to turn of bilge, worked carvel with a lining piece					how secured to the sides of the ship				
Edges from bilge to sheerstrake, worked carvel with a lining piece					size of vertical angle iron and their distance apart				
Edge of Sheerstrake, double or single rivetted?									
Butts from bilge to planksheers, worked carvel with a lining piece									
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?									
Planksheer, how secured to the plating of the sides									
Waterway, planksheer and to the Beams									
Deck Beams, how secured to the side?									
Hold or Lower Deck									
Paddle									
No. of breasthooks									
What description of iron is used for the angle iron and plate iron in the vessel?									



3659 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? 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? Yes  
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes 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? No

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

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
<i>one complete suit and four spare</i>	Fore Sails,	Chain .. <i>255</i>	<i>210</i> <i>13/6</i>	Bower, .. <i>Tested to 16 1/2 tons</i>	<i>19.2.0</i>
	Fore Top Sails,	<del>Hamper</del> Stream Cable <i>Tested to 12 1/2 tons</i>	<i>60</i> <i>3/4</i>	<i>13 1/2 tons</i>	<i>15.2.0</i>
	Fore Topmast Stay Sails,	Hawser .....	<i>90</i> <i>1 1/2</i>	<i>10 1/2 "</i>	<i>10.1.0</i>
	Main Sails,	Towlines .....	<i>90</i> <i>5 1/2</i>	Stream, .....	<i>1</i> <i>3.2.1</i>
	Main Top Sails,	Warp .....		Kedge, .....	<i>1</i> <i>2.2.0</i>
and		All of <u>good</u> quality.			

Her Standing and Running Rigging gal. iron wire sufficient in size and good in quality.

She has 2 Life boats Long Boat and 1 Gig + 1 dingy

The present state of the Windlass is new Capstan new and Rudder new Pumps new & efficient

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

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under Special Survey between the 13<sup>th</sup> Jan &amp; the 12<sup>th</sup> July 1864</i>
	2nd.	On the plating during the progress of rivetting	
	3rd.	When the beams were in and fastened, and before the decks were laid	
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

*This vessel is built as sanctioned by the Secretary's letter of the 30<sup>th</sup> Nov. 1863. The sheenstrakes extend 2 1/2' above the gunwale plate and increased 7/16" in thickness amidships. A bilge keelson consisting of a Bulb plate 6" x 7/16" and two angle irons 3 1/2 x 3 1/2 x 7/16 the bulb plate extending above half the length of the ship amidships; and a Hold Stringer about 3 feet below Deck Beams extending all fore and aft with bulb plate 6" x 7/16" and two angle irons 5" x 3 x 7/16.*

In what manner are the surfaces preserved from oxidation? red lead & patent paint

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

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

*John WMS* Special ..... £ 20 : 1 : ,

Certificate (if required) ..... £ Twenty

Committee's Minute 22<sup>nd</sup> July 18 64

Character assigned B

*Approved*

*I concur in the above recommendations*  
21 July 1864  
Lloyd's Register Foundation