

IRON SHIPS.

No. Survey held at London Date October 4th 1864
on the S.S. London (Iron) Master J. B. Martin
Tonnage Gross 1752.29 Engine Room 323.60 Register 1428.69 Built at Blackwall
When Built 1864 By whom built Wigram & Sons Owners Wigrams
Port belonging to London Destined Voyage Australia
If Surveyed Afloat or in Dry Dock While building & E.S. Dock

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 No.
267.2			35.9			24.1			200	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. 2 at bottom of Floor Plate	5 1/2	3 1/2	10 1/8	5 1/2	3 1/2	10 1/8				
depth and thickness of Floor Plate at mid line	24 1/2		1 1/8	24 1/2		1 1/8				
depth and thickness of Floor Plate at Bilge Keelson		5 1/2	1 1/8		5 1/2	1 1/8				
Size of Reversed Angle Iron, and No. / at top of Floor Plate	4	3 1/2	9 1/8	4	3 1/2	9 1/8				
Frames, Size of Angle Iron, single or double	5 1/2	3 1/2	10 1/8	5 1/2	3 1/2	10 1/8				
Reversed Iron, to every frame	4	3 1/2	9 1/8	4	3 1/2	9 1/8				
Beams, Deck (No. 66) double Angle Iron or Bulb Iron with double Angle Iron on top	1	9	9 1/8		9	9 1/8				
depth & thickness of plate amidships										
double or single Angle Iron, on lower edge	3 1/2	3	6 1/8	3 1/2	3 1/4	6 1/8				
average space between	4 feet		4 feet							
if wood (No.) sided & moulded										
Hold, or Lower Deck (No. 64) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/2	3	6 1/8	3 1/2	3	6 1/8				
depth & thickness of plate amidships										
double or single Angle Iron, on lower edge										
average space between	4 feet		4 feet							
if wood (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	see sketch									
Side or Bilge	6	5 1/2	9 1/8							
Number	one bilge one intercostal									
Stem, if bar iron, moulding and thickness	34	1 1/8	10	3						
if plate iron, breadth and thickness	10 1/2	1 1/4								
Stern-post, if bar iron, moulding and thickness	10	6	10	6						
if plate iron, breadth and thickness										
Keel, if bar iron, depth and thickness	34	1 1/8	10	3						
if plate iron, breadth and thickness	10	1 1/4								
Garboard Plates, thickness										
From Garboard to upper part of Bilge										
From upper part of Bilge to Sheerstrakes										
Sheerstrakes										
Breadth & thickness of Butt Straps to outside plating										
Planksheers										
Gunwale Plate or Stringer on ends of Up. Dk Beams										
Angle Iron on ditto										
Waterway										
Deck										
Ceiling in Hold										
Ceiling between Decks										
Beam Clamps										
Stringer Plates on ends of Hold or Lower Dk Beams										
Stringer or Tie Plates out- side Hatchways										
Deck Beam Clamps										
Stringers in Hold										
Deck, Lower										
Deck, Upper, how fastened to Beams										

Transoms, material Iron or, if none, in what manner compensated for.
Knight-heads none Bulkheads, No. five Thickness of 8 1/8
Hawse Timbers none are they free from defects? yes how secured to the sides of the ship double frames & liners
size of vertical angle iron and their distance apart 4 1/2 x 3 1/2 x 9 1/8 — 2 ft 6 in
The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (1/8 in.) rivets, about (7) apart.
The reverse angle irons on the floors extend in one length across the middle line from 6 feet beyond centre to gunwale and middle deck alternately
on the frames from as above
Keelson, how are the various lengths of plates or angle irons connected? By butt straps double rivetted
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 - ins.) diameter averaging (3 3/4 in.) from centre to centre of rivet.
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/8 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.
Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/8) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? yes
Edges from bilge to planksheer, worked carvel with a lining piece (1/8) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? yes
Butts from bilge to planksheers, worked carvel with a lining piece (1 1/8) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 in) Breadth of laps in single rivetting ()
Planksheer, how secured to the plating of the sides { Explain by sketch, }
Waterway planksheer and to the Beams { if necessary. }
Side trussing breadth and thickness of plates how secured?
Deck trussing 3 pairs diagonals, 13 1/2 x 4 1/4 ? double rivetted
Deck Beams, how secured to the side? Knee plates rivetted to beams and Frames
Hold or Lower Deck the same as above
Paddle
No. of breasthooks 11 crutches how are pointers compensated?
What description of iron is used for the angle iron and plate iron in the vessel? Mardale Best Best Builder's Signature Wm Wigram & Sons

3850 4r

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? Solid pieces in one length

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? a few

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.		N ^o . Weight.
2	Fore Sails,	Chain <u>Lloyds Patent House</u>	300	15	176	Bower <u>ex. 35.8</u>	3 39.2.0
2	Fore Top Sails,	Hempen Stream Cable	90	10	12	<u>34.17</u>	3 39.2.12
/	Fore Topmast Stay Sails,	Hawser <u>chain</u>	90	1	4	Stream, <u>13.15</u>	1 11.3.6
2	Main Sails,	Towlines	90	4			
2	Main Top Sails,	Warp	90	5		Kedge, <u>6.1</u>	2 5.3.24
and a single suit of other sail			All of <u>best</u> quality.				

Her Standing and Running Rigging is Wire & Hemp sufficient in size and good in quality.

She has 2 Life boats, 2 long boats Long Boat and three other boats

The present state of the Windlass is patent Capstan & Steam Mast and Rudder good Pumps 2 steam & 2 engine pumps

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

1st. On the several parts of the frame, when in place, and before the plating was wrought December 23rd 63

2nd. On the plating during the progress of rivetting to

3rd. When the beams were in and fastened, and before the decks were laid to

4th. When the ship was complete, and before the plating was finally coated October 14th 1864

5th. After the ship was launched

10:4/64
No referring to the
it will be found that
and frames are
the ship is
the present state of
the ship is
the ship is
the ship is

full poop and topgallant forecastle
in accordance with Rules, she is a full rigged
sailing ship with auxiliary steam power 200 Horses
and the screw propeller is adapted for
steaming when not required - Her lower masts and
topmast are of iron and lower and topsail yards of
cast and fitted steel, the bowsprit and masts
are of iron plates of 4/16 with double chain rivetted
edges having four angle irons inside each
taking the strain of steam rivets; she is in
all respects a good vessel and in my opinion
eligible for service as recommended -
The owners request that the Horse power
be entered in the Register Book when
the ship is entered -

In what manner are the surfaces preserved from oxidation? by Red Lead
& Portland cement in the flat

I am of opinion this Vessel should be classed A 1

The amount of the Fee£ 5: - : - is received by me,
Special£ 10: 10: - JA

Certificate (if required)£

Committee's Minute 8th November 18 64
1864

Character assigned A 1