

IRON SHIP.

3566 Survey held at Paisley Date, First Survey July 1866 Last Survey January 1867

the *Sr Risveglio* **ONE, OR TWO DECKED, THREE DECKED VESSEL,** Master *S Rosasco*
SPAR, OR AWNING DECKED VESSEL. Built at *Paisley*
 When built *1867* Launched *10th Nov*
 By whom built *H McIndyre*
 Owners *C Raggio* Residence *Genoa*
 Port belonging to *Genoa*
 Destined Voyage *Panama*
 If Surveyed while Building, Afloat, or in Dry Dock

AGE under Tonnage Deck *429.10*
Half Breadth *3.69*
Depth *20.72*
Girth of Half Mainship Frame *14.77*
1st Number *468.20*
1st Number of a 3-Decked Vessel deduct 7 feet *23.13*
Length *445.15*
2nd Number *149.05*
Proportions— Breadths to Length *6.69*
Depths to Length—Upper Deck to Keel *11.63*
Main Deck ditto *11.63*

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
Dimensions of Ship per Register, length	142		breadth	25		depth	13		70		1	1
KEEL , depth and thickness												
STEM , moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES , Angle Iron												
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at $\frac{3}{4}$ the half-bdth. as per Rule												
" height extended at the Bilges												
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS , Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS , Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates												
" Rider Plate												
" Bulb Plate to Intercoastal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate Wash Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
ILGE Angle Irons												
" do. Bulb Iron half length												
" do. Intercoastal plates riveted to plating for length												
ILGE STRINGER Angle Irons												
" Intercoastal plates riveted to plating for length												
DE STRINGER Angle Irons												
FRAMES extend in one length from <i>Keel</i> to <i>deck stringer</i> Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.												
REVERSED ANGLE IRONS on floors and frames extend from middle line to <i>deck stringer</i> and to <i>hinge stringer</i> alternately												
KEELSONS . Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i> And butts properly shifted? <i>Yes</i>												
LATING . Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.												
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from centre to centre.												
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging 3 ins. from centre to centre.												
" Butts of one Strake at Bilge for half length, double riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.												
" 2 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from cr. to cr.												
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 3 ins. from cr. to cr.												
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake , double or single riveted.												
" Butts of Main Sheerstrake, double riveted fore $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.												
" Butts of Main Stringer Plate, treble riveted fore $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.												
" Breadth of laps of plating in double riveting $\frac{1}{2}$ Breadth of laps of plating in single riveting $\frac{3}{4}$												
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Part treble</i> No. of Breasthooks, <i>4</i> Crutches, <i>3</i>												
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Johnson's Patent Steel</i>												
Manufacturer's name or trade mark, <i>J & M S Co</i>												
The above is a correct description.												
Builder's Signature, <i>H M. Lutyens</i>												
Surveyor's Signature, <i>H. M. Lutyens</i>												
Surveyor to Lloyd's Register of British and Foreign Shipping												

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck laid thereon.

GLS 146-0194

Are the butts of plating planed or otherwise fitted?

Daniel

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *Very few*

Masts, Bowsprit Yards, &c., are Iron in good condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit 4 ft.

and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

meter of Lower Masts and Bowspit

[illegible]

Standing and Running Rigging Nine hemp sufficient in size and good in quality. She has one life Long Boat and one other

The Windlass is *iron* Capstan *-* and Rudder *iron* Pumps *iron*

Engine Room Skylights.—How constructed? *on iron deck house* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *Spating and tarpaulins* Height above deck? *4 ft.*

Coal Bunker Openings.—How constructed? *this deck* How are lids secured? *by lockings* Height above deck? *flush*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 ports 4 scuppers and*

2 gangways on each side

Cargo Hatchways.—How formed? *Iron Conning*

State size Main Hatch 13.11½ x 9 Forehatch 6.10½ x 5.10 Quarterhatch 13.11½ x 9
Hatched larvae and "leachlets" in large hatchways

If of extraordinary size, state how framed and secured? *Shifting beam and trussing in large hallways*

What arrangement for shifting beams ?

Hatches, If strong and efficient? *Strong hatches*

Order for Special Survey No. <u>188</u>	DATES OF SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>July 14, 27</u>	<u>Aug 2 - 0, 23 - 30</u>	<u>Sept 2, 5 - 9</u>
Date <u>28th Feb 1881</u>		2nd. On the plating during the process of riveting	<u>12, 16 - 19, 22 - 30</u>	<u>Oct 4, 7, 13, 14, 24, 27, 31</u>	
Order for Ordinary Survey No. <u>189</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Nov 7, 9, 15, 18, 21</u>	<u>Dec 3, 7, 9, 1881</u>	
Date <u>28th Feb 1881</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..			
No. <u>21</u> in builder's yard.		5th. After the ship was launched and equipped			

General Remarks (State quality of workmanship, &c.)

The Workmanship is good and the vessel has been constructed in accordance with the rules and the approved plans appended. Some of the plates within the midship half length in the sheerstrake being about $\frac{1}{2}$ thinner than required, a doubling strake $2' \times \frac{7}{8}$ has been wrought above the gunwale angle bar for the length of 27 feet—

She is fitted with water ballast in the fore and the after peaks &c. (after the vessel was launched), in accordance with the rules.

Erections above main deck

Reallant, Forcette 22, 9

Enslord Bridgehouse 17. 0

Waterhall

Free Peak 40 tons

After 25

Total 65-Lms

~~State if one, two, or three decked vessel, or if spar, or arming deck; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)~~

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed ** 100 A*

The amount of the Entry Fee£ 5 : 0 : 0 is received by me,

Special £22 : 5 : 0 14th Dec^r 1881

Certificate ... 0: 0: 0

(Travelling Expenses, if any, £).

Committee's Minute

Friday, December, 1881.

Surveyor to Lloyd's Register of British and Foreign Shipping

This vessel appears to be eligible to be

Classed 100A1 as recommended

1844

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