

IRON SHIPS.

No. 1686 Survey held at Belfast Date 13th April 1861
 on the Iron Screw Steamer "Italian" Master —
 Tonnage Gross 1859 by Engine Room 299 29 Register 1560 38 Built at Belfast Launched 27th March
 When Built 1861 By whom built C. J. Harland Owners John Bibby Sons & Co
 Port belonging to Liverpool Destined Voyage —
 Surveyed Afloat or in Dry Dock Specially Surveyed while Building

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.
313	—	—	34	—	—	25	—	—	—	—
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship	18	Inches required per Rule	18	—	—	—	—	—	—
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship	5	Inches in Ship	3 1/2	16ths required per Rule	14	Inches required per Rule	5 1/2	16ths required per Rule	14
depth and thickness of Floor Plate at mid line	25	—	14	—	25	—	12	—	—	—
depth and thickness of Floor Plate at Bilge Keelson	9 1/2	—	11	—	—	—	—	—	—	—
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	8	—	4	3 1/2	9 1/2	—	—	—
Frames, Size of Angle Iron, single or double	5	3 1/2	14	—	5 1/2	3 1/2	14	—	—	—
Reversed Iron, N to every frame or every frame	3 1/2	3	8	—	4	3 1/2	2 1/2	—	—	—
Beams, Deck (N to every frame) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/4	3	6	—	—	—	—	—	—	—
depth & thickness of plate amidships	6	—	14	—	—	—	—	—	—	—
double or single Angle Iron	—	—	—	—	—	—	—	—	—	—
Bulb Iron on lower edge	—	—	—	—	—	—	—	—	—	—
average space between	35	—	—	—	—	—	—	—	—	—
if wood (N to every frame) sided & moulded	—	—	—	—	—	—	—	—	—	—
Hold, or Lower Deck (N to every frame) double Angle Iron or Bulb Iron with double Angle Iron on top	3 1/4	3	4	—	—	—	—	—	—	—
depth & thickness of plate amidships	6	—	14	—	—	—	—	—	—	—
double or single Angle Iron	—	—	—	—	—	—	—	—	—	—
Bulb Iron on lower edge	—	—	—	—	—	—	—	—	—	—
average space between	35	—	—	—	—	—	—	—	—	—
if wood (N to every frame) sided & moulded	—	—	—	—	—	—	—	—	—	—
Paddle, wood, sided and moulded or if Iron, size of Plate	20	19	14	—	—	—	—	—	—	—
Engine Iron Box	24	—	12	—	—	—	—	—	—	—
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	2 1/2	—	2	—	—	—	—	—	—	—
Side or Bilge	2 1/2	—	2	—	—	—	—	—	—	—
Number	5	—	—	—	—	—	—	—	—	—
Transoms, material Iron or, if none, in what manner compensated for.	—	—	—	—	—	—	—	—	—	—
Knight-heads	—	—	—	—	—	—	—	—	—	—
Hawse Timbers	—	—	—	—	—	—	—	—	—	—
Bulkheads, N to every frame Thickness of	—	—	—	—	—	—	—	—	—	—
how secured to the sides of the ship	—	—	—	—	—	—	—	—	—	—
size of vertical angle iron and their distance apart	—	—	—	—	—	—	—	—	—	—
The Frames or Ribs extend in one length from	Keel	—	to Gunwale	—	—	—	—	—	—	—
The reverse angle irons on the floors extend in one length across the middle line from	3 1/2	—	to 4 feet	—	—	—	—	—	—	—
on the frames	—	—	from	—	—	—	—	—	—	—
Keelson, how are the various lengths of plates or angle irons connected?	With butt straps	—	—	—	—	—	—	—	—	—
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (2 1/2 in.) from centre to centre of rivet.	—	—	—	—	—	—	—	—	—	—
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (1 in.) diameter, averaging (3 ins.) from centre to centre of rivets.	—	—	—	—	—	—	—	—	—	—
Butts from Keel to turn of bilge, worked carvel with a lining piece (14 1/2 in.) thick, double or single rivetted; rivets (1 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	alternately	—	—	—	—	—	—	—	—	—
Edges from bilge to planksheer, worked carvel with a lining piece (in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?	alternately	—	—	—	—	—	—	—	—	—
Butts from bilge to planksheers, worked carvel with a lining piece (12 1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting ()	—	—	—	—	—	—	—	—	—	—
Planksheer, how secured to the plating of the sides	—	—	—	—	—	—	—	—	—	—
Waterway	—	—	—	—	—	—	—	—	—	—
Side trussing	—	—	—	—	—	—	—	—	—	—
Deck trussing	—	—	—	—	—	—	—	—	—	—
Deck Beams, how secured to the side?	—	—	—	—	—	—	—	—	—	—
Hold or Lower Deck	—	—	—	—	—	—	—	—	—	—
Paddle	—	—	—	—	—	—	—	—	—	—
No. of breasthooks	5	—	crutches	3	—	—	—	—	—	—
What description of iron is used for the angle iron and plate iron in the vessel?	Staffordshire	—	—	—	—	—	—	—	—	—

IRON 435-0021

2410 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? Filled in solid
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 _____ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	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 _____ and 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
held while building, { 2nd. On the plating during the progress of rivetting
as per Section 17. { 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 is a Sister Ship to the "Grecian" except a house on deck, which is larger. She has the extra inside strakes on each side abreast of sheerstrakes 209 feet $12\frac{1}{2}$ in. Two plates 9 feet long each tapering at ends to $1\frac{1}{2}$ in. One on each side at Orlop beams 180 feet $12\frac{1}{2}$ in. one on each side at bilge 180 feet $14\frac{1}{2}$ in. And one at middle line over keel 209 feet $14\frac{1}{2}$ in. Middle line keelson 24 $\frac{3}{4}$ inches $12\frac{1}{2}$ amidships tapering to 9 inches at ends, an intercostal keelson about midway between the middle line keelson and the bilge keelson, plates $1\frac{1}{2}$ in. to top of floors, with bulb iron on top 191 feet $9\frac{1}{2}$ in amidships, with two angle irons $5\frac{1}{2} \times 4\frac{1}{2} \times 1\frac{1}{2}$ rivetted back to back, all fore and aft, Bilge keelson 152 feet bulb iron amidships rivetted to angle irons as above Orlop beam stringers of bulb iron $8 \times 1\frac{1}{2}$ in rivetted between two angle irons $5\frac{1}{2} \times 4\frac{1}{2} \times 1\frac{1}{2}$ in abreast of Engine Room, and single from thence to the ends. Main deck is formed of iron plates chequered, about 12 feet long, and $14\frac{1}{2}$ in wide weighing about 18 lb per square foot, Carvel plated, butts double rivetted, with straps $3\frac{1}{8}$ thick $5\frac{1}{2}$ in wide fore and aft beams single rivetted, with long pieces $4\frac{1}{2}$ in wide, rivets $5\frac{1}{8}$ and $2\frac{1}{4}$ in Centre the recesses on top surface 2 in square and $\frac{1}{4}$ deep, are filled in with a mixture of Portland Cement and sand, prior to which all the seams are caulked.

The thin plating at each end of this vessel is the same thickness as on the "Grecian" The Iron and Workmanship are excellent, except the keel rivets, which are rather near each other, as will be seen by a sketch enclosed in my letter dated 5th June

In what manner are the surfaces preserved from oxidation? The flat of bottom to round the turn of bilge is Portland Cemented, above this together with the entire outside of hull, is coated twice with a mixture of Red & White Lead Paint

I am of opinion this Vessel should be classed _____

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

Special £ 92 : 19 : 6

Certificate (if required) £ 47 : 19 : 6

Committee's Minute 3rd May 1861

Character assigned Δ for 12 Years

This Vessel appears to be built according to Mr. Barclay's agreement with the Committee and is in my opinion eligible to be classed 12 A 1 when her stores are completed
2nd May 1861

Lloyd's Register Foundation