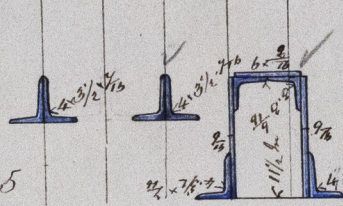


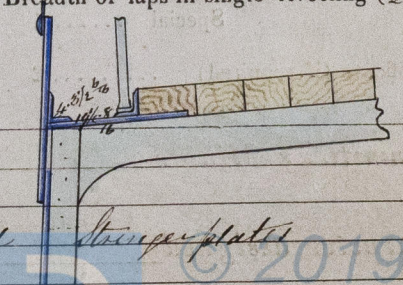
# IRON SHIPS.

No. 1737 Survey held at Belfast Date 6<sup>th</sup> November 1862  
 on the New Iron Barque "Recife" Master —  
 Tonnage Gross 464 Engine Room — Register — Built at Belfast Launched 21<sup>st</sup> Oct  
 When Built 1862 By whom built Harland & Wolff Owners James Napier  
 Port belonging to Liverpool Destined Voyage —  
 Surveyed Afloat or in Dry Dock Specially Surveyed White 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.
150	—	—	26	—	—	17	—	—	—	—
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	18	18	—	—	—	—	—	—
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	3 1/2	2 3/4	1 7/8	4 3/2	2 3/4	1 7/8	—	—
„ depth and thickness of Floor Plate at mid line	17	8 1/8	17	8 1/8	—	—	—	—	—	—
„ depth and thickness of Floor Plate at Bilge Keelson	5	8 1/8	5	8 1/8	—	—	—	—	—	—
„ Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	2 3/4	2 1/2	1 7/8	2 3/4	2 1/2	1 7/8	—	—	—	—
Frames, Size of Angle Iron, single or double	3 1/2	2 3/4	1 7/8	3 1/2	2 3/4	1 7/8	—	—	—	—
„ „ Reversed Iron, if to every frame or every frame	2 3/4	2 1/2	1 7/8	2 3/4	2 1/2	1 7/8	—	—	—	—
Beams, Deck (N <sup>o</sup> . ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	5 1/8	2 1/4	2 1/4	5 1/8	—	—	—	—
„ „ depth & thickness of plate amidships	6	14 1/8	6	14 1/8	—	—	—	—	—	—
„ „ double or single Angle Iron, Bulb Iron on lower edge	3 1/4	—	3 1/4	—	—	—	—	—	—	—
„ „ average space between	—	—	—	—	—	—	—	—	—	—
„ „ if wood (N <sup>o</sup> . ) sided & moulded	—	—	—	—	—	—	—	—	—	—
„ Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	5 1/8	2 1/4	2 1/4	5 1/8	—	—	—	—
„ „ depth & thickness of plate amidships	6	14 1/8	6	14 1/8	—	—	—	—	—	—
„ „ double or single Angle Iron, Bulb Iron on lower edge	5 3/4	—	5 3/4	—	—	—	—	—	—	—
„ „ average space between	—	—	—	—	—	—	—	—	—	—
„ „ if wood (N <sup>o</sup> . ) 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	—	—	—	—	—	—	—	—	—	—
„ Side or Bilge	—	—	—	—	—	—	—	—	—	—
„ Number	5	—	5	—	—	—	—	—	—	—



Transoms, material Iron or, if none, in what manner compensated for By flooring plate rivetted to frame & tapered to stern post  
 Knight-heads „ — Bulkheads, N<sup>o</sup>. 2 Thickness of 1/16  
 Hawse Timbers „ — are they free from defects? „ how secured to the sides of the ship Rivetted between two frames  
 „ size of vertical angle iron and their distance apart 2 3/4 x 2 1/2 x 6 3/8 apart  
 The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with ( 5/8 in.) rivets, about ( 6 in. ) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from 3 1/2 to 4 feet on to each side alternately to above the turn of bilge & Gunnwale  
 „ „ „ on the frames „ „ „ from — to —  
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 ins.) diameter averaging ( 3 1/4 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 ( 3/4 in.) diameter, averaging ( 2 3/4 ins.) from centre to centre of rivets.  
 „ Butts from Keel to turn of bilge, worked carvel with a lining piece ( 9 x 10 ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 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 ( — ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 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 ( 9 x 10 ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 3/4 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 ) Breadth of laps in single rivetting ( 2 3/4 )  
 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 „ „ „ „ „ „ ?  
 Deck Beams, how secured to the side? Knee plates welded and rivetted to frames  
 Hold or Lower Deck „ The same as above, and diagonal trussing to masts and Stringer plates  
 Paddle „ „ „ „ „ „ ?  
 N<sup>o</sup>. of breasthooks 4 crutches 3 how are pointers compensated? By plate iron rivetted to frames  
 What description of iron is used for the angle iron and plate iron in the vessel? Staffordshire  
 Builder's Signature Harland & Wolff





2952 *Gov*

**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 <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....			
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....			
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			
and		All of _____ quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has *one* Long Boat and *two others*

The present state of the Windlass is *Good* Capstan *3 Good* and Rudder *Good* Pumps *4 Cast-iron, Good*

**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	
	2nd.	On the plating during the progress of rivetting	
	3rd.	When the beams were in and fastened, and before the decks were laid	<i>Specially Surveyed</i>
	4th.	When the ship was complete, and before the plating was finally coated	<i>While Building</i>
	5th.	After the ship was launched	

*This Vessel in addition to the Rules, has a Sister Keelson 4 x 3 1/2 x 7/16 In. Angle Irons, rivetted back to back; The sheerstrake extends 15 inches above Stinger. Main deck is 4 inches thick, with Oak plank next waterway, on each side, She left this on the 7<sup>th</sup> in tow of a Steamer for Liverpool, with only her lower masts stepped, and these to be fitted out,*

In what manner are the surfaces preserved from oxidation? *The flat of the floor inside, to well up the turn of the bilge right fore and aft, is covered with Portland Cement, about 1 inch thick, above this and outside 3 coats of paint.*

I am of opinion this Vessel should be classed *12 A*

The amount of the Fee .....£ 5 : - : is received by me, *Alex Sinton*

*Wm. M. C.* Special .....£ 23 : 4 : 6

Certificate (if required) .....£ 28 : 4 : 6

Committee's Minute *11<sup>th</sup> November 1862*

Character assigned *A - for 12 Years*

*I concur in the opinion that this vessel is eligible to be Classed 12 A*

*15 Nov 1862 J.H.R.*