

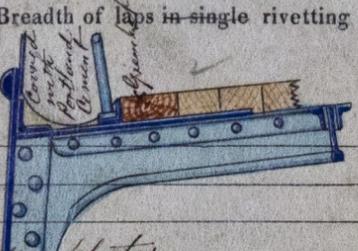
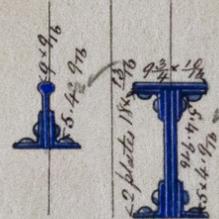
# IRON SHIPS.

3295

No. 1770 Survey held at Belfast Date 25<sup>th</sup> August Rec 1/9/63  
1863  
 on the New Iron Ship "Victoria Spanza" Master \_\_\_\_\_  
 Tonnage Gross 1022 40 Engine Room \_\_\_\_\_ Register \_\_\_\_\_ Built at Belfast Launched 15<sup>th</sup> August  
 When Built 1863 By whom built Harland & Wolff Owners Joshua Prowse & 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.
	200	0		32	6		22	6		
Distance of Frames or Ribs from moulding edge to moulding edge, fore and aft	20		20	20					8.3	8.3
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	5	3	9/16	4 3/4	3	8/16			8.3	8.3
depth and thickness of Floor Plate at mid line	22		11/16	22		11/16			8.3	8.3
depth and thickness of Floor Plate at Bilge Keelson	8 1/4		11/16			11/16			8.3	8.3
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	3 1/2	3	7/16	3 1/4	3	7/16			13/16	13/16
Frames, Size of Angle Iron, single or double	5	3	9/16	4 3/4	3	8/16			12/16	12/16
Reversed Iron, N to every frame or every frame	3 1/2	3	7/16	3 1/4	3	7/16			11/16	11/16
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	7/16	3	3	7/16			12/16	12/16
depth & thickness of plate amidships	8		9/16	8		9/16			9+12	9+12
double or single Angle Iron, on lower edge	39		39						11/16	11/16
average space between	39		39						5.4	5.4
if wood (N°) sided & moulded	3		3		3	3			8 1/2	8 1/2
Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	7/16	3	3	7/16			2 1/2	2 1/2
depth & thickness of plate amidships	8		9/16	8		9/16			2	2
double or single Angle Iron, on lower edge	39		39						25	25
average space between	39		39						11/16	11/16
if wood (N°) sided & moulded	3		3		3	3			2	2
Paddle, wood, sided and moulded or if Iron, size of Plate	3		3		3	3			12	12
Engine	3		3		3	3			12	12
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3		3		3	3			5.4	5.4
Side or Bilge	3		3		3	3			3	3
Number	3		3		3	3				

TRANSVERSE CASE



Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads " " Bulkheads, N° 2 Thickness of 1/16

Hawse Timbers " " are they free from defects? Yes how secured to the sides of the ship rivetted between two frames

The Frames or Ribs extend in one length from Keel to Gunwales rivetted through plates with (7/8 in.) rivets, about (4) apart.

The reverse angle irons on the floors extend in one length across the middle line from 3 1/2 to 4 feet on each side alternately to lower end of hold beam. Yes

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 1/4 in.) diameter averaging (4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clecher, 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 (12 1/16 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? alternately

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) 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? alternately

Butts from bilge to planksheers, worked carvel with a lining piece (11 1/16 thick, or clecher, 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 (4 3/4). 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 " " " " " " ?

Deck Beams, how secured to the side? Keel plates welded & rivetted to frames

Hold or Lower Deck " " the same as above Used diagonal trussing to waste & stringer plates

Paddle " " " " " " ?

No. of breastbooks 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? Mursey Steel & Iron Co. Liverpool Builder's Signature Harland & Wolff

3295 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 <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....			Bower, .....
	Fore Top Sails,	Hempen Stream Cable .....			Stream, .....
	Fore Topmast Stay Sails,	Hawser .....			Kedge, .....
	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 three others

The present state of the Windlass is Good Capstans Good and Rudder Good Pumps Cast-Metal & 2 Pelgue-Lead, 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	<u>March 18<sup>th</sup> 1860</u>
	2nd.	On the plating during the progress of rivetting	<u>April 16<sup>th</sup> "</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>March 18<sup>th</sup> "</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>July 9<sup>th</sup> "</u>
	5th.	After the ship was launched	<u>August 25<sup>th</sup> "</u>

This vessel in some respects is built on the 900 ton scale, measuring only 998.32 tons under the main deck, it being the 24 tons for deck house which makes her above the 1000 tons.

The middle line keelson is of double plate 18.  $\frac{19}{16}$  in Amidships tapering to 10.  $\frac{19}{16}$  at ends of vessel, additional plate 9.  $\frac{3}{4}$  x 10.  $\frac{19}{16}$  in rivetted on top all fore and aft. The Ridge keelson and stringer in hold, have built Iron 9 x 9.  $\frac{19}{16}$  in rivetted between two angle Irons 5 x 4 x 9.  $\frac{19}{16}$  in 16.5 feet on each side Amidships. The upper deck stringers are 32.  $\frac{1}{2}$  inches Amidships tapering to 21 inches at ends - and the hold beam stringers are 25 in. Amidships to 22 inches at ends.

*When these are original*

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 three with a mixture of Red & White lead paint.

I am of opinion this Vessel should be classed A

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

Special ..... £ 51 : 2 :

Certificate (if required) ..... £ 56 : 2 : 0

Committee's Minute 11<sup>th</sup> September 1863

Character assigned A

*Wm*

This vessel is eligible to be classed as recommended above by A

10 Sep 1863

