

IRON SHIPS.

Requisition No. 276

Recd 10.10.63

12 Survey held at Portblasquer

Date 13th Oct

1863

Steamer "Maria Pia" Master F. J. Contente

Gross 512⁷⁷ Engine Room 120⁷⁰ Register 392⁵⁰ Built at Portblasquer

Built 1863 By whom built John Rod & Co. Owners Sustania Steam Co.

longing to Lisbon Destined Voyage Glyde to Lisbon

Kept Afloat or in Dry Dock While building

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse No.
Keel to top of Upper Deck	184 ⁵ / ₁₆	Extreme Breadth	24 ⁸ / ₁₆	Depth from top of Upper Deck	14 ¹⁰ / ₁₆	Beam to top of Floor	14 ¹⁰ / ₁₆	120. Two engines
of Frames or Ribs from moulding	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	16ths required per Rule.
to moulding edge, all fore and aft	20	20						
Size of Angle Iron, and No. Single at bottom of Floor Plate	3 ¹ / ₂ 3	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄
Depth and thickness of Floor Plate at mid line	15 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆	14 ⁵ / ₁₆
Depth and thickness of Floor Plate at Bilge Keelson	8	8	8	8	8	8	8	8
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂
Size of Angle Iron, single or double	3 ¹ / ₂ 3	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄	3 ¹ / ₂ 2 ³ / ₄
Reversed Iron, to every frame and on every alternate frame	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂
Deck (No.) double Angle Iron	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂
Bulb Iron with double Angle Iron on top	6	6	6	6	6	6	6	6
depth & thickness of plate amidships	6	6	6	6	6	6	6	6
double or single Angle Iron, on lower edge	6	6	6	6	6	6	6	6
average space between	3 feet 4 inches							
if wood (No.) sided & moulded								
Hold, or Lower Deck (No.)								
double Angle Iron or Bulb Iron with double Angle Iron on top	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂	2 ¹ / ₂ 2 ¹ / ₂
depth & thickness of plate amidships	6	6	6	6	6	6	6	6
double or single Angle Iron, on lower edge	6	6	6	6	6	6	6	6
average space between	6 feet 8 inches							
if wood (No.) sided & moulded								
Paddle, wood, sided and moulded								
or if Iron, size of Plate								
Engine								
wood, sided & moulded, iron, size of	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆	19 ³ / ₁₆
plate, if double or single	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3
Side or Bilge	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3
Number	Three							
Stem, bar iron, moulding and thickness	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂
if plate iron, breadth and thickness								
Stern-post, bar iron, moulding and thickness	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4
if plate iron, breadth and thickness	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4	8 x 4
Keel, bar iron, depth and thickness	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂	6 ¹ / ₂ x 2 ¹ / ₂
if plate iron, breadth and thickness								
Garboard Plates, thickness	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
From Garboard to upper part of Bilge	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
From upper part of Bilge to Sheerstrakes	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
Sheerstrakes	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
Breadth & thickness of Butt Straps to outside plating	8	8	8	8	8	8	8	8
Planksheers								
Gunwale Plate or Stringer on ends of Up. Dk Beams	24	24	24	24	24	24	24	24
Angle Iron on ditto	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2	4 x 3 x 1/2
Waterway	Iron gutter							
Deck	Yellow Pine	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂
Ceiling in Hold	American Rock Wool	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
Ceiling betwixt Decks	Red Pine battens	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
Beam Clamps								
Shelf								
Stringer Plates on ends of Hold or Lower Dk Beams	Double Angle Iron back to back	8 x 3 x 1/2	8 x 3 x 1/2	8 x 3 x 1/2	8 x 3 x 1/2	8 x 3 x 1/2	8 x 3 x 1/2	8 x 3 x 1/2
Ceiling between Decks	Red Pine battens	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂
Stringer or Tie Plates outside Hatchways		10	10	10	10	10	10	10
Deck Beam Clamps								
Shelf								
Stringers in Hold								
Deck, Lower								
Deck, Upper, how fastened to Beams	By iron bolts from above							

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

Butt-heads do Bulkheads, No. Four Thickness of 5/8 5/8
 Side Timbers do are they free from defects? Yes how secured to the sides of the ship Between double frames

Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (1/2 in.) rivets, about (3) apart.

reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunwale alternately
 " " and on the frames " " from to to to

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron Butt Straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 1/2 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 clench, double or single rivetted; rivets (1/2 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 in.) thick, double or single rivetted; rivets (1/2 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? No

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (1/2 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? No

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clench, double or single rivetted; rivets (1/2 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. }

Trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft each side of Hatchways 10x1/2 in. and diagonal plates where practicable

Deck Beams, how secured to the side? By Beam ends turned down

Upper or Lower Deck " ditto ditto

Side " " " " " "

Number of breasthooks Four crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Iron, Staffordshire boiler plate Builder's Signature John Rod & Co.

3338 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 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

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivets 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 Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.		N ^o .
	Fore Sails,	Chain <u>Proved to 25 1/2 tons</u>	210 1 1/4	Bower, <u>Common proved to 15. 9. 2. 5</u>	1
<u>One</u>	Fore Top Sails,	" <u>Stream</u>	60 3/4	do do <u>15. 16. 2. 21</u>	1
<u>Just</u>	Fore Topmast Stay Sails,	Hempen Stream Cable	90 7 1/2	Stream, <u>do do 7. 9. 2. 21</u>	1
<u>f.</u>	Main Sails,	Hawser	90 5 1/2		
<u>Sails</u>	Main Top Sails,	Towlines		Kedge, <u>do do 5. 1. 1. 1</u>	1
		Warp		do do <u>3. 18. - -</u>	1
	and <u>Spare Sails</u>	All of <u>Good</u> quality.			

Her Standing and Running Rigging Shump sufficient in size and Good in quality.

She has Two Life Long Boat and Two others

The present state of the Windlass is Brown's patent Capstan Good and Rudder Good Pumps Five lead Good

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

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>Specially surveyed while building from July to 13th Octr 1863</u> <u>20 visits</u>
	2nd.	On the plating during the progress of rivetting	
	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 vessel has been built under Special Survey as per Order N^o 276. is fitted at the Gunwale and in sketch of midship section herewith: frames spaced 20 inches apart, see Committee's letter to Messrs J. Reed dated 9th February 1863. The butt straps to sheerstrakes extend from the frame above to the next abaft. The stringers on the ends of lower deck beams are of double Angle Iron 8x3x7/8. She has a full poop monkey forecastle.

In what manner are the surfaces preserved from oxidation? Inside asphalted to upper part of bilges, and three coats of Red lead: Outside three coats of Red lead, and one coat of M^r Jones's patent composition on bottom

I am of opinion this Vessel should be classed 12 A1

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

B. M. S. Special£ 25 : 13 : 0

× Certificate (if required)£ " : " : "

Committee's Minute 20th October 1863

Character assigned A 1 for 12 Years

Lloyd's Register
Foundation