

# IRON SHIPS.

Registration No. 276

Recd 10.10.63

102 Survey held at Portblasquet Date 13<sup>th</sup> Oct 1863

Steamer "Maria Pia" Master J. S. Contente

Gross 512<sup>7/8</sup> Engine Room 120<sup>3/4</sup> Register 392<sup>5/8</sup> Built at Portblasquet

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

Belonging to Lisbon Destined Voyage Lisbon to Lisbon

Keel Laid 12<sup>th</sup> Sept 1863 Keel Building Wails building

Description	Feet.		Inches.		Depth from top of Upper Deck		Feet.		Inches.		Power of Engines	Horse No.		
	Ext.	Int.	Ext.	Int.	Beam	Deck	Ext.	Int.	Ext.	Int.				
Height of Frames or Ribs from moulding to moulding edge, all fore and aft	18	4	7	0	2	4	2	4	7	0	120	Two engines		
Size of Angle Iron, and No. Single at bottom of Floor Plate	3	2	3	7/8	3	2	3	7/8	3	2	3	7/8		
Depth and thickness of Floor Plate at mid line	15	5	14	7/8	15	5	14	7/8	15	5	14	7/8		
Depth and thickness of Floor Plate at Bilge Keelson	8	7/8	8	7/8	8	7/8	8	7/8	8	7/8	8	7/8		
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	2	2	2	3/4	2	2	2	3/4	2	2	2	3/4		
Size of Angle Iron, single or double Reversed Iron, to every frame and on every alternate frame	3	2	3	7/8	3	2	3	7/8	3	2	3	7/8		
Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top	2	2	2	3/4	2	2	2	3/4	2	2	2	3/4		
Depth & thickness of plate amidships	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8		
Depth & thickness of plate amidships, double or single Angle Iron, on lower edge	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8		
Average space between, if wood (No. ) sided & moulded Hold, or Lower Deck (No. )	3 feet 4 inches													
Double Angle Iron or Bulb Iron with double Angle Iron on top	2	2	2	3/4	2	2	2	3/4	2	2	2	3/4		
Depth & thickness of plate amidships, double or single Angle Iron, on lower edge	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8	6	5/8		
Average space between, if wood (No. ) sided & moulded Paddle, wood, sided and moulded or if Iron, size of Plate	6 feet 8 inches													
Engine, wood sided & moulded iron, size of plate, if Bessemer, state & dimensions	19	3	18	3/4	19	3	18	3/4	19	3	18	3/4		
Side or Bilge, double Angle Iron	4	3	4	3/4	4	3	4	3/4	4	3	4	3/4		
Number	Three													
Stem, bar iron, moulding and thickness	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											6 1/2 x 5		
if plate iron, breadth and thickness	8 x 4											6 1/2 x 5		
Keel, bar iron, depth and thickness	6 1/2 x 2 1/2											6 1/2 x 2 1/2		
if plate iron, breadth and thickness														
Garboard Plates, thickness	Description of Iron.											1/8	1/8	
From Garboard to upper part of Bilge												5/8	5/8	
From upper part of Bilge to Sheerstrakes												5/8	5/8	
Sheerstrakes	20 feet amidships forward and aft											1/8	1/8	
Breadth & thickness of Butt Straps to outside plating	8											3/4 x 3/4	3/4	
Planksheers	Material.													
Gunwale Plate or Stringer on ends of Up. Dk Beams	24											5/8	18	5/8
Angle Iron on ditto	4 x 3 x											5/8	4 x 3 x	5/8
Waterway	Iron gutter													
Deck	Yellow Pine											3/4	3	
Ceiling in Hold	American Rock Wool											2 1/2		
Ceiling betwixt Decks	Red Pine battens											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 3/4		
Ceiling between Decks	Red Pine battens											2 1/2		
Stringer or Tie Plates outside Hatchways	10											5/8	9	5/8
Deck Beam Clamps														
Shelf														
Stringers in Hold														
Deck, Lower														
Deck, Upper, how fastened to Beams	By screw bolts from above													

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

Bulkheads, No. Four Thickness of 5/8 5/8  
 are they free from defects? Yes how secured to the sides of the ship Between double frames  
 size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 x 1/2 about 30 inches apart

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

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

Garboards, double or single rivetted to keel & at upper edge, with rivets ( 1 1/2 ins.) diameter averaging ( 4 1/2 ins.) 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 ( 1/2 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 ) 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 (    ) 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 ( 1/8 ) thick, or clencher, 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 inch and diagonal plates where practicable

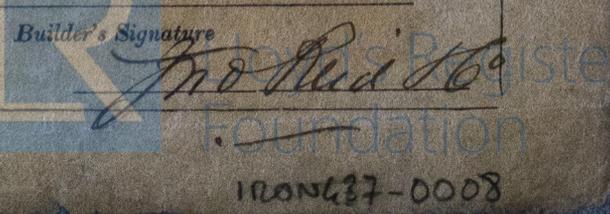
Deck Beams, how secured to the side? By Beam ends turned down

Hold or Lower Deck, ditto ditto

Middle, ditto ditto

How are breasthooks Fast crutches how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? 1/2 inch Staffordshire boiler plate Builder's Signature John Red & 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 <sup>o</sup> .			Fathoms.	Inches.	
	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>
	Fore Top Sails,	" <u>Sticous</u>	80	3/4	do do <u>15.10.2.21</u>
<u>One</u>	Fore Topmast Stay Sails,	Hawser	90	7 1/2	Stream, <u>do do 7.9.2.21</u>
<u>Just</u>	Main Sails,	Towlines	90	5 1/2	Kedge, <u>do do 5.1.1.1</u>
<u>f.</u>	Main Top Sails,	Warp			do do <u>3.18.---</u>
<u>Sails</u>		All of <u>Good</u> quality.			

and spare sails  
 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 Two had 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
  - 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
- } Specially surveyed while here from July to 13<sup>th</sup> Oct. 20 visits

*This vessel has been built under special survey as per order No. 276. is fitted at the Bureau de Marine in sketch of midship section herewith: frames spaced 20 inches apart, see Committee's letter to Messrs J. Reed dated 9<sup>th</sup> February 1863. The butt straps to sheerstrakes extend from the frame aft to the mast abaft the stringers on the ends of lower deck beams are of double angle iron 8x3x3/8. 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. Jones's patent composition on bottom

I am of opinion this Vessel should be classed 12 A 1

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

Special .....£ 25 : 13 : "

\* Certificate (if required) .....£ " : " : "

Committee's Minute 20<sup>th</sup> October 1863

Character assigned A 1 for 12 Years

Approved

*The Iron Ship built by you appears eligible for class*

*as a commoner*

*Oct 9 63*

*J. R.*

Lloyd's Register Foundation