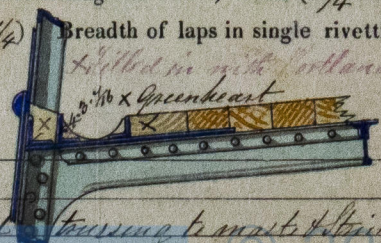


IRON SHIPS.

No. 144 Survey held at Belfast Date 30th October Rec 12/11/63 18 63
 on the New Iron Barge "Plano" Master Lorca
 Tonnage Gross 44 Engine Room Register 444 Built at Belfast Launched 29th Sept
 When Built 1863 By whom built Harland & Wolff Owners Plano Larinaga & Co
 Port belonging to Belfast Destined Voyage Spain
 If Surveyed Afloat or in Dry Dock 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.
.....	14	5	2	7	1	6
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.	
	21		21		21		21		21	
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	3 1/2		2 3/4		7/8		3 1/2		2 3/4	
depth and thickness of Floor Plate at mid line	1 1/4		8/16		1 1/4		8/16		1 1/4	
depth and thickness of Floor Plate at Bilge Keelson	5 1/2		8/16		5 1/2		8/16		5 1/2	
Size of Reversed Angle Iron, and No. 2 at top of Floor Plate	2 3/4		2 1/2		4/16		2 3/4		2 1/2	
Frames, Size of Angle Iron, single or double	3 1/2		2 3/4		7/8		3 1/2		2 3/4	
Reversed Iron, N to every frame or every frame	2 3/4		2 1/2		4/16		2 3/4		2 1/2	
Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
depth & thickness of plate amidships	6		7/16		6 3/4		7/16		6 3/4	
double or single Angle Iron	6		7/16		6 3/4		7/16		6 3/4	
Bulb Iron on lower edge	4 1/2		4 1/2		4 1/2		4 1/2		4 1/2	
average space between	4 1/2		4 1/2		4 1/2		4 1/2		4 1/2	
if wood (N°) sided & moulded	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
depth & thickness of plate amidships	6		7/16		6 3/4		7/16		6 3/4	
double or single Angle Iron	6		7/16		6 3/4		7/16		6 3/4	
Bulb Iron on lower edge	6 1/2		6 1/2		6 1/2		6 1/2		6 1/2	
average space between	6 1/2		6 1/2		6 1/2		6 1/2		6 1/2	
if wood (N°) sided & moulded	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Paddle, wood, sided and moulded or if Iron, size of Plate	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Engine	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Side or Bilge	2 1/2		2 1/2		5/16		2 1/2		2 1/2	
Number	3		3		3		3		3	

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads " " Bulkheads, N° 1 Thickness of 5/16 in.
 Hawse Timbers " " are they free from defects? Yes how secured to the sides of the ship By bolts & nuts
 size of vertical angle iron and their distance apart 2 1/4 x 2 1/2 x 30 in. apart
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 to 3 1/2 feet to on each side alternately to bilge to gunwale
 " " " on the frames " " " from 4 to 4
 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 (3/4 in.) diameter averaging (3 3/4 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 clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 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 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 (3/4 in.) diameter, averaging (2 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
 Butts from bilge to planksheers, worked carvel with a lining piece (8 x 10) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 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. }
 Side trussing breadth and thickness of plates how secured?
 Deck trussing " " " " " "
 Deck Beams, how secured to the side? Knee plates welded & rivetted to frames & diagonal trussing to main & stringer plates
 Hold or Lower Deck " Knee plates welded & rivetted to frames
 Paddle " " " " " "
 No. of breasthooks 3 crutches 2 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? Shaffordshire Plates Builder's Signature Harland & Wolff



IRON 437-2061

Workmanship. Are the lands or laps of the clenchwork in all cases of 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 *Good* condition, and sufficient in size and length.

She has **SAILS.**

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

CABLES, &c.

Subd at H.P. Parkes Works
Proved to 34 tons
 Chain *24"* *135*
 Hempen Stream Cable *60*
 Hawser *Manila* *90*
 Towlines *75*
 Warp *90*
 All of *Good* quality.

ANCHORS, and their weights.

Subd at H.P. Parkes Works
Porter Patent, Proved to 23 1/2 tons
 Bower, *19*
 Common Iron Stock *23 1/4*
 Stream, *9*
 Kedge, *h*

Her Standing and Running Rigging *is found to be* sufficient in size and *Good* in quality.

She has *One* Long Boat and *Two others* *Good*

The present state of the Windlass is *Good* Capstan *2 Good* and Rudder *Good* Pumps *2 Cast Metal, Good*

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

1st. On the several parts of the frame, when in place, and before the plating was wrought *June 12th 1860*

2nd. On the plating during the progress of rivetting *July 4th "*

3rd. When the beams were in and fastened, and before the decks were laid *June 12th "*

4th. When the ship was complete, and before the plating was finally coated *September 16th "*

5th. After the ship was launched *October 30th "*

This Vessel's main line keelson is 13 x 1 1/2 in deep amidships, tapering to 10 x 1 1/2 at ends. Bilge keelson built Iron 6 x 7/16 in rivetted between two angle Irons 4 x 3 x 7/16 for 80 feet on each side amidships, and angle Irons rivetted back to back, from thence to the ends of Vessel. Garboard strakes 1 1/2 in 70 feet on each side amidships. Bilge and Sheerstrakes 1 1/2 in for the same distance, amidships. An opening 5 x 7 feet has been cut out, in the after watertight bulkhead, for the purpose of stowing cargo.

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 *A1*

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

Special *£ 10* : 10 :

Certificate (X required) *£ 5* : 5 :

Committee's Minute *13th November 1863*

Character assigned *A1*

This Sailing Barge built for A1 as recommended above
Wm. Lister
Nov 12/63
 Lloyd's Register Foundation