

IRON SHIPS.

Request for S.S. No. 2107 Survey held at Manxhall near Glasgow Date 20th June 1863
on the S.S. "Ondalissia" Master Tutton
Tonnage Gross 276 Engine Room 63 Register 210 Built at Manxhall
When Built 1863 Launched 13th October 1863 By whom built J. R. Swan
Owners James Munro & Co Port belonging to Glasgow Destined Voyage Calancia
If Surveyed Afloat or in Dry Dock whilst 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.
.....	44	0	19	9	12	0
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		Inches in Ships.	18		Inches required per Rule.	21		Stem, if bar iron, moulding and thickness	
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate.....	3	2 1/2	16ths. required per Rule.	3	2 1/2	16ths. required per Rule.	3	2 1/2	Stern-post, if bar iron, moulding and thickness	
„ depth and thickness of Floor Plate at mid line	12	0	16ths. required per Rule.	12	0	16ths. required per Rule.	12	0	„ „ if plate iron, breadth and thickness	
„ depth and thickness of Floor Plate at Bilge Keelson	5	0	16ths. required per Rule.	5	0	16ths. required per Rule.	5	0	Keel, if bar iron, depth and thickness	
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate..	2 1/2	2 1/2	16ths. required per Rule.	2 1/2	2 1/2	16ths. required per Rule.	2 1/2	2 1/2	„ „ if plate iron, breadth and thickness	
Frames, Size of Angle Iron, single or double..	3	2 1/2	16ths. required per Rule.	3	2 1/2	16ths. required per Rule.	3	2 1/2	Garboard Plates, Breadth and thickness	
„ Reversed Iron, if to every frame	to the upper part of		to the lower part of		to the lower part of		From Garboard to upper part of Bilge		Description of Iron.	
Bilges & or every other frame.....	to the lower part of		to the lower part of		to the lower part of		From upper part of Bilge to Sheerstrakes.....		Sheerstrakes, Breadth and thickness	
Beams, Deck (N ^o . 38) double angle iron, Plate, or Bulb Iron.....	5	0	16ths. required per Rule.	5	0	16ths. required per Rule.	5	0	Butt Straps to outside plating, Breadth and thickness	
„ „ double or single Angle Iron, on upper edge.....	2	2 1/2	16ths. required per Rule.	2	2 1/2	16ths. required per Rule.	2	2 1/2	Planksheers	
„ „ average space between	3	0	16ths. required per Rule.	3	0	16ths. required per Rule.	3	0	Gunwale Plate or Stringer on ends of Up. Dk Beams	
„ „ if wood (N ^o .) sided & moulded	3 feet		3 feet		3 feet		Angle Iron on ditto.....		Diagonal Tie Plates on Beams	
„ Hold, or Lower Deck (N ^o .) double Angle Iron, Plate, or Bulb Iron	Time		Time		Time		Waterway		Deck	
„ „ double or single Angle Iron on edge.....	Time		Time		Time		Ceiling in Hold		Ceiling betwixt Decks	
„ „ average space between	Time		Time		Time		Beam Clamps or Spirketting		Shelf	
„ „ if wood (N ^o .) sided & moulded	Time		Time		Time		„ Stringer Plates on ends of Hold or Lower Dk Beams		Ceiling between Decks	
„ Paddle, wood, sided and moulded, or if Iron, size of Plate	Time		Time		Time		Stringer or Tie Plates outside Hatchways		Deck Beam Clamps or Spirketting..	
„ Engine	Time		Time		Time		„ „ Shelf		Stringers in Hold	
Keelson, single plate, box, or intercostal	15	0	16ths. required per Rule.	15	0	16ths. required per Rule.	15	0	Deck, Lower	
„ Size of Plates	3 1/2	3	16ths. required per Rule.	3 1/2	3	16ths. required per Rule.	3 1/2	3	Deck, Upper, how fastened to Beams	
„ Size of Angle Irons	3 1/2	3	16ths. required per Rule.	3 1/2	3	16ths. required per Rule.	3 1/2	3	Bulkheads, N ^o	
Ditto Bilge (No. One)	3 1/2	3	16ths. required per Rule.	3 1/2	3	16ths. required per Rule.	3 1/2	3	Thickness of	

Transoms, material Time Plating, if none, in what manner compensated for. how secured to the sides of the ship rivetted between double plating
Knight-heads, and Hawse Timbers British Oak & two beams size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 x 3/16 30 in
The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (3/4 in.) rivets, about (5 in.) apart.
The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to Deck
„ „ „ on the frames „ „ „ from middle line to gunwale
Keelson, how are the various lengths of plates or angle irons connected? by lining pieces
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.
„ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (3/4 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.
„ Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (3/4 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? Yes
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (3/4 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
„ Edge of Sheerstrake, double or single rivetted?
„ Butts from bilge to planksheers, worked carvel with a lining piece (3/4 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 in.) Breadth of laps in single rivetting (3 in.)
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivette Double
Planksheer, how secured to the plating of the sides { Explain in sketch } Two Bulwarks
Waterway „ „ planksheer and to the Beams { if necessary. }
Deck Beams, how secured to the side? Time Plates rivetted to the frames
Hold or Lower Deck „
Paddle „
No. of breasthooks two crutches two how are pointers compensated? Round stem and all stringers run through
What description of iron is used for the angle iron and plate iron in the vessel? Castell's Iron Builder's Signature J. R. Swan

p. 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
ges and butts, and at least three times the diameter of the rivets where single rivetting is admitted Yes
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? Yes
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? Yes a few in corners of Butts

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.
She has SAILS.

SAILS		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
<u>One</u> <u>complete</u> <u>Suit</u>	Fore Sails,	<u>Tested to 18 Tons</u>	<u>180</u>	<u>Tested to 10 Tons</u>	<u>2 93.22</u>
	Fore Top Sails,	Chain		Bower,	<u>2 93.10</u>
	Fore Topmast Stay Sails,	Hempen Stream Cable	<u>90 6</u>	Stream,	<u>1 3.00</u>
	Main Sails,	Hawser <u>Chain</u>	<u>30 13/16</u>	Kedge,	<u>1 1.20</u>
	Main Top Sails,	Towlines	<u>90 4</u>		
and		Warp			
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Galleon? Hemp sufficient in size and Good in quality.
She has One Long Boat and Stiff
The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

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 Built under Special
2nd. On the plating during the progress of rivetting Survey and sent on the following dates
3rd. When the beams were in and fastened, and before the decks were laid 1st Jan^y 1st March June 3rd
4th. When the ship was complete, and before the plating was finally coated July 2nd Augst 8th 22nd Sep^r 1st 18⁶³
5th. After the ship was launched Oct^r 20th Nov^r 12th 18⁶³ 26th 18⁶³

This vessel is fitted as sanctioned by Committee in their
Letter of the 6th July 1863. viz. Sheerstrake 3 ft 9 in Broad and 7/16 thick
for 100 feet in Midships remainder 7/16 and extended 8 ins above the
Gunwale; Bilge Keelsons and Angle and to intercostal Keelson increased
to 3 1/2 x 3/16, and the Reverse Bars on the Beam extended to the Gunwale
on alternate Beams.
Deck Stringers in way of Hatchways fitted the whole width of the
Deck of 7/16 Plate

In what manner are the surfaces preserved from oxidation? Inside flat of Bottom with Coal and
Cement, remainder with Red Lead

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

The amount of the Fee£ 3 : 5 is received by me,

Dev: W.C. Special£ 13 : 14

Certificate (X required)£ Gratis

Committee's Minute 22nd December 1863

Character assigned 1st 9th 1863

J. Darling

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