

# IRON SHIPS.

No. 2250 Survey held at Penfrew Date 17<sup>th</sup> September 1864  
 on the S.S. Principe Amedeo Master Pincete

Tonnage Gross 81.93 Engine Room 258 Register 623.21 Built at Penfrew  
 When Built 1864 Launched 1864 By whom built W. Simons & Co

Owners Accossato & Co Port belonging to Genova Destined Voyage Genova

Surveyed Afloat or in Dry Dock Whilst building

Length at	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
245	6		29	1		16	6					200	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft <u>amid. 18"</u> Floors, Size of Angle Iron, and No. <u>1</u> at bottom of Floor Plate <u>4 3/4 9/16 4 3/4 3 9/16</u> " depth and thickness of Floor Plate at mid line <u>14 9/16 16 9/16</u> " depth and thickness of Floor Plate at Bilge Keelson <u>9 9/16 4 3/4 9/16</u> " Size of Reversed Angle Iron, and No. <u>1</u> at top of Floor Plate <u>3 3/4 9/16 3 2 3/4 9/16</u> Frames, Size of Angle Iron, single or double <u>4 3/4 9/16 4 3/4 3 9/16</u> " Reversed Iron, <u>to every frame</u> Beams, Deck (N <sup>o</sup> . <u>61</u> ) double Angle Iron, <u>Plate or Bulb Iron</u> <u>4 3/4 9/16 4 3/4 9/16</u> " double <u>or single</u> Angle Iron, on upper edge <u>3 2 1/2 9/16 3 2 1/2 9/16</u> " average space between <u>3 ft 6 in 3 feet</u> " if wood (N <sup>o</sup> . ) sided & moulded " Hold, or Lower Deck (N <sup>o</sup> . <u>35</u> ) double Angle Iron, <u>Plate or Bulb Iron</u> <u>4 3/4 9/16 4 3/4 9/16</u> " double or single Angle Iron on upper edge <u>3 2 1/2 9/16 3 2 1/2 9/16</u> " average space between <u>3 ft 6 in 3 feet</u> " if wood (N <sup>o</sup> . ) sided & moulded " Paddle, wood, sided and moulded, or if Iron, size of Plate " Engine Keelson, single plate, <u>11 12 1/16 11 4/16</u> " Size of Plates " Size of Angle Irons <u>5 3 1/2 9/16 4 3/4 3 3/4 9/16</u> Ditto Bilge (No. <u>2</u> ) <u>Bulb iron 9 4 x 5 x 9/16</u> Transoms, material <u>Iron</u> or, if none, in what manner compensated for. Knight-heads, and Hawse Timbers <u>Iron frames</u> The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with ( <u>3/4</u> in.) rivets, about ( <u>4 1/2</u> ) apart. The reverse angle irons on the floors extend in one length across the middle line from <u>Lower Deck</u> to <u>Lower Deck</u> " " " on the frames " " " from <u>Mid. line</u> to <u>Gunwale</u> Keelson, how are the various lengths of plates or angle irons connected? <u>By Butt covers</u> Plates, Garboard, double <u>or single</u> rivetted to keel & at upper edge, with rivets ( <u>1/2</u> in.) diameter averaging ( <u>4</u> in.) from centre to centre of rivet. " Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece ( <u>1/2</u> in.) thick, or clench, double <u>or single</u> rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre of rivets. " Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece ( <u>1/2</u> in.) thick, double <u>or single</u> rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u> " Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece ( <u>1/2</u> in.) thick, or clench, double <u>or single</u> rivetted; rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u> " Edge of Sheerstrake, double or single rivetted? <u>Double</u> " Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece ( <u>1/2</u> in.) thick, double <u>or single</u> rivetted; rivets ( <u>3/4</u> in.) diameter averaging ( <u>3</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting <u>5 dia</u> Breadth of laps in single rivetting <u>3 dia</u> Butt Straps of Keelsons, Stringer and Tie Plates, double <u>or single</u> rivetted? <u>Double &amp; treble</u> Planksheer, how secured to the plating of the sides { Explain by sketch } <u>Iron Bulwarks</u> Waterway " " planksheer and to the Beams { if necessary. } <u>Screw Bolts &amp; nuts.</u> Deck Beams, how secured to the side? <u>Welded Ribs Rivetted to Frames</u> Hold or Lower Deck " <u>ditto</u> Paddle " <u>ditto</u> No. of breasthooks <u>4</u> crutches <u>4</u> how are pointers compensated? <u>All Stringers run through</u> What description of iron is used for the angle iron and plate iron in the vessel? <u>Blackburn &amp; Co</u> Builder's Signature <u>Wm. Simons &amp; Co</u>													

IRON 437A-0246



**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? 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? A few in corners of Butts

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>.

### Fore Sails.

Fore Top Sails,

### Fore Topmast Stay Sails.

### Main Sails.

### Main Top Sails.

and

### Her Standing and Running Rigging

She has

Long Boat and

The present state of the Windlass is

Capstan

and Rudde

## Pumps

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

<b>DATES of Surveys</b> 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
	2nd.	On the plating during the progress of rivetting	Special Survey between
	3rd.	When the beams were in and fastened, and before the decks were laid	4 <sup>th</sup> Dec <sup>r</sup> . 1863 + 17 <sup>th</sup> Sep
	4th.	When the ship was complete, and before the plating was finally coated	1864.
	5th.	After the ship was launched	

The vessel is built in conformity with the accompanying Midship Section, & in accordance with the Sec<sup>1</sup><sup>y</sup>'s letter of the 21<sup>st</sup> Aug<sup>r</sup> 1863. - The stringer plate on the beam ends is 36" x  $\frac{9}{16}$ ; the sheerstrake doubled for three-fourths the length (amidships) with plates 26" wide  $\frac{9}{16}$ " thick; a stringer fore & aft under upper deck beams of double angle iron 5 x 4 x  $\frac{9}{16}$  and the bilge keelson consists of two angle iron 5 x 4 x  $\frac{9}{16}$  with a bulk plate 9" x  $\frac{9}{16}$ , riveted between them.

The out fit of the vessel has been completed under my inspection, and to state that the Anchors are scarcely up to the weight wished are they tested to the strain required by Table 22. 4<sup>th</sup> June/03, that I beg to leave the assigning of the figure for the Com<sup>d</sup> consideration. A. B. Darling

In what manner are the surfaces preserved from oxidation?

red lead & patent paint outside  
asphalte inside. —

I am of opinion this Vessel should be classed

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

Special ..... £44.2: 8

Certificate (if required) .....£ *Twenty*

Committee's Minute 2<sup>nd</sup> October 1861

Character assigned *A* *See 9*

This Vessel appears to be N:22  
in Mr. Martins August Report  
of Ships wrecked at Glasgow  
and accounts the Chain & Hook  
so as to be chained together  
The Chain & Hook are broken  
20 Oct 64. N.H.