

IRON SHIPS.

3816

Request for S.P. No. 315
 No. 2250 Survey held at Penfrew Date 17th September 1864
 on the S.S. Principe Amedeo Master Pincete
 Tonnage Gross 881.93 Engine Room 258.22 Register 623.21 Built at Penfrew
 When Built 1864 Launched 14th Sept. 1864 By whom built M. Simons & Co
 Owners Accossato & Co Port belonging to Genova Destined Voyage Genova
 Surveyed Afloat or in Dry Dock Whilst building

Length	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck 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	amid. 18		Inches in Ships.		Inches required per Rule.		18		Stem, if bar iron, moulding and thickness		
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	4	3/4	9/16	4 1/2	3	9/16	Stem, if plate iron, breadth and thickness		1/2	3 1/4	2 3/4
depth and thickness of Floor Plate at mid line	14	9/16	16 1/2	9/16	9/16	Stern-post, if bar iron, moulding and thickness		10	4	1 1/4	5 1/2
depth and thickness of Floor Plate at Bilge Keelson	9	9/16	4 1/2	9/16	9/16	Keel, if bar iron, depth and thickness		1/2	3	1 1/4	2 3/4
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3/4	9/16	3	2 3/4	9/16	Keel, if plate iron, breadth and thickness		Garboard Plates, Description of Iron.		
Frames, Size of Angle Iron, single or double	4	3/4	9/16	4 1/2	3	9/16	From Garboard to upper part of Bilge		30	1/16	1/16
Reversed Iron, to every frame	10 above		Inches in Ships.		Inches required per Rule.		From upper part of Bilge to Sheerstrakes		10	1/16	1/16
Beams, Deck (No. 61) double Angle Iron, Plate, or Bulb Iron	4	3/4	9/16	4 1/2	3	9/16	Sheerstrakes, Breadth and thickness		34	10/16	10/16
double single Angle Iron, on upper edge	3	2 1/2	9/16	3	2 1/2	9/16	Butt Straps to outside plating, Breadth and thickness		26 1/2	10/16	10/16
average space between	3 ft 6 in		3 feet		Planksheers		Material		9	10	9/16
if wood (No.) sided & moulded	3 ft 6 in		3 feet		Gunwale Plate or Stringer on ends of Up. Dk Beams		Gunwale Plate or Stringer on ends of Up. Dk Beams		36 1/2	9/16	22 9/16
Hold, or Lower Deck (No. 35) double Angle Iron, Plate, or Bulb Iron	4	3/4	9/16	4 1/2	3	9/16	Angle Iron on ditto		5	3 1/2	4 3/4
double or single Angle Iron on upper edge	3	2 1/2	9/16	3	2 1/2	9/16	Diagonal Tie Plates on Beams		11	9/16	11 9/16
average space between	3 ft 6 in		3 feet		Waterway		Waterway		8	13	9/16
if wood (No.) sided & moulded	3 ft 6 in		3 feet		Deck		Deck		8	13	9/16
Paddle, wood, sided and moulded, or if Iron, size of Plate	3 ft 6 in		3 feet		Ceiling in Hold		Ceiling in Hold		3 1/2	3 1/2	9/16
Engine	3 ft 6 in		3 feet		Ceiling betwixt Decks		Ceiling betwixt Decks		2	2	9/16
Keelson, single plate, Size of Plates	11	12/16	11	4/16	Beam Clamps or Spirketting		Beam Clamps or Spirketting		Battered		
Size of Angle Irons	5	3 1/2	9/16	4 1/2	3 1/2	9/16	Shelf				
Ditto Bilge (No. 2) Bulkhead	9	5	9/16	4 1/2	3 1/2	9/16	Stringer Plates on ends of Hold or Lower Dk Beams		22	9/16	22 9/16
Transoms, material Iron or, if none, in what manner compensated for.	Iron		Iron		Ceiling between Decks		Ceiling between Decks		11	9/16	9/16
Knight-heads, and Hawse Timbers	Iron frames		Iron frames		Stringer or Tie Plates outside Hatchways		Stringer or Tie Plates outside Hatchways		11	9/16	9/16
The Frames or Ribs extend in one length from Steel to Gunwale rivetted through plates with (3/4 in.) rivets, about (466) apart.	Steel		Gunwale		Deck Beam Clamps or Spirketting		Deck Beam Clamps or Spirketting		Shelf		
The reverse angle irons on the floors extend in one length across the middle line from Lower Deck to Lower Deck	Lower Deck		Lower Deck		Shelf		Shelf		Stringers in Hold		5
Keelson, how are the various lengths of plates or angle irons connected?	By Butt covers		By Butt covers		Deck, Lower		Deck, Lower		5	4	9/16
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.	By Butt covers		By Butt covers		Deck, Upper, how fastened to Beams		Deck, Upper, how fastened to Beams		Screw bolts + nuts		3
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 (3 ins.) from centre to centre of rivets.	By Butt covers		By Butt covers		Bulkheads, No. 4		Bulkheads, No. 4		Thickness of 9/16		
Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 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?	By Butt covers		By Butt covers		how secured to the sides of the ship		how secured to the sides of the ship		between the frames		
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 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?	By Butt covers		By Butt covers		size of vertical angle iron and their distance apart		size of vertical angle iron and their distance apart		3 x 3 1/4 x 9/16 - 30		
Edge of Sheerstrake, double or single rivetted?	Double		Double		The Frames or Ribs extend in one length from Steel to Gunwale rivetted through plates with (3/4 in.) rivets, about (466) apart.		The Frames or Ribs extend in one length from Steel to Gunwale rivetted through plates with (3/4 in.) rivets, about (466) apart.				
Butts from bilge to planksheers, worked carvel with a lining piece (1/2 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 (5 dia) Breadth of laps in single rivetting (3 dia)	By Butt covers		By Butt covers		The reverse angle irons on the floors extend in one length across the middle line from Lower Deck to Lower Deck		The reverse angle irons on the floors extend in one length across the middle line from Lower Deck to Lower Deck				
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double + triple		Double + triple		Keelson, how are the various lengths of plates or angle irons connected?		Keelson, how are the various lengths of plates or angle irons connected?		By Butt covers		
Planksheer, how secured to the plating of the sides	Iron Bulwarks		Iron Bulwarks		Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.		Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.				
Waterway, planksheer and to the Beams	Screw Bolts + nuts		Screw Bolts + nuts		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 (3 ins.) from centre to centre of rivets.		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 (3 ins.) from centre to centre of rivets.				
Deck Beams, how secured to the side?	Welded Pines Rivetted to Frames		Welded Pines Rivetted to Frames		Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 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?		Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 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?		No		
Hold or Lower Deck	ditto		ditto		Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 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?		Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 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?		No		
Paddle	ditto		ditto		Edge of Sheerstrake, double or single rivetted?		Edge of Sheerstrake, double or single rivetted?		Double		
No. of breasthooks 4 crutches 4 how are pointers compensated?	All stringers run through		All stringers run through		Butts from bilge to planksheers, worked carvel with a lining piece (1/2 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 (5 dia) Breadth of laps in single rivetting (3 dia)		Butts from bilge to planksheers, worked carvel with a lining piece (1/2 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 (5 dia) Breadth of laps in single rivetting (3 dia)				
What description of iron is used for the angle iron and plate iron in the vessel?	Blackchain + Consett		Blackchain + Consett		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?		Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?		Double + triple		

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Workmanship. Are the lands or laps of the clenckwork 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.	
No.		Fathoms.	Inches.	No.	Weight.
<u>A Single</u>	Fore Sails,	<u>37 1/4</u>	<u>1 7/16</u>	<u>20-1</u>	<u>20-1</u>
<u>Suit of</u>	Fore Top Sails,	<u>90</u>	<u>8 1/2</u>	<u>18-2</u>	<u>18-2</u>
<u>Sails</u>	Fore Topmast Stay Sails,	<u>90</u>	<u>7 1/8</u>	<u>17-0</u>	<u>17-0</u>
	Main Sails,	<u>180</u>	<u>6 1/2</u>	<u>All Patent</u>	
	Main Top Sails,	<u>90</u>	<u>5 1/2</u>	<u>Kedge</u>	<u>2 4-0</u>
		<u>90</u>	<u>5</u>		<u>2-1-0</u>

Her Standing and Running Rigging Valenignd Rigs sufficient in size and 4 1/2 all manilla good in quality.

She has Two Long Boats and Two Life Boats and Two Quarter Boats

The present state of the Windlass is New Capstan New and Rudder New Pumps New

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
 - 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 4th Dec^r 1863 + 17th Sep^r 1864.
 - 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 Sect^{ys} letter of the 21st Aug^r 1863. The stringer plate on the beam ends is 36" x 96; the sheerstrake doubled for three-fourths the length (amidships) with plates 26" wide 5/16" thick; a stringer fore & aft under upper deck beams of double angle irons 5 x 4 x 96 and the bilge keelson consists of two angle irons 5 x 4 x 96 with a bulk plate 9" x 96 rivetted 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 mentioned are they tested to the strain required by Table 22. 4th June/03, that I beg to leave the assigning of the figures for the Com^{rs} consideration

In what manner are the surfaces preserved from oxidation? red lead & patent paint outside asphalted inside.

I am of opinion this Vessel should be classed G. & S.

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

Special £ 44 : :
Certificate (if required) £ None :

Committee's Minute 21st October 1864

Character assigned A for 9 Years

Approved.

This Vessel appears to be N:22 in Mr Martin's Report of ships building at Glasgow and exceeds the Chain & Shackles as a minimum strength. The Chain & Shackles

