

IRON SHIPS.

Dec 2/1/65

No. 4847 Survey held at Glasgow Date 28th Dec 1864
 on the Screw Steamer "San Remo" Master Giovanni Battista
 Tonnage Gross 163.59 Engine Room 40.89 Register 122.70 Built at Glasgow
 When Built 1864 Launched 27th Dec 1864 By whom built Macnab & Co
 Owners Giovanni Battista Port belonging to San Remo, Italy Destined Voyage Slyde to San Remo
 Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Nominal Power of Engines	Horse.
124	0		17	0		8	8	10	40	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21							
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate	2 1/2	2 1/2	6	2 1/2	2 1/2	6				
depth and thickness of Floor Plate at mid line	11 1/2		6	11		5				
depth and thickness of Floor Plate at Bilge Keelson	4		6			5				
Size of Reversed Angle Iron, and No. single at top of Floor Plate	2 1/4	2 1/4	5	2 1/4	2 1/4	5				
Frames, Size of Angle Iron, single or double	2 1/2	2 1/2	6	2 1/2	2 1/2	6				
Reversed Iron, to every frame, and on every alternate frame to bilge	2 1/4	2 1/4	5	2 1/4	2 1/4	5				
Beams, Deck (No.) double Angle Iron, Plate, or Bulb Iron	5	4 1/2	6	4 1/2		5				
double or single Angle Iron, on upper edge	2 1/2	2 1/2	4	2	2	4				
average space between	3 feet 6 inches		3 feet 6 inches							
if wood (No.) sided & moulded										
Hold, or Lower Deck (No.) double Angle Iron, Plate, or Bulb Iron										
double or single Angle Iron on edge										
average space between										
if wood (No.) sided & moulded										
middle, wood, sided and moulded, or if Iron, size of Plate										
Engine										
Keelson, single plate, box, or intercostal	13		6			5				
Size of Plates	3		6			5				
Size of Angle Irons with bulk iron between	3		6			5				
Ditto Bilge (No.) with bulk iron between for half the length amidships	3		6			5				
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.										
Knight-heads, and Hawse Timbers <u>Iron</u>										
The Frames or Ribs extend in one length from <u>Keel</u> to <u>Burns</u>										
The reverse angle irons on the floors extend in one length across the middle line from <u>turn of bilge</u> to <u>Burns</u>										
and on the frames										
Keelson, how are the various lengths of plates or angle irons connected?										
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) 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 (1 in.) thick, or clench, double or single rivetted; rivets (5/8 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 (1 1/4 in.) thick, double or single rivetted; rivets (5/8 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? <u>No</u>										
Edges from bilge to sheerstrake, worked carvel with a lining piece (1 in.) thick, or clench, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 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?										
Butts from bilge to planksheers, worked carvel with a lining piece (1 1/4 in.) thick, double or single rivetted; rivets (5/8 in.) diameter averaging (2 1/2 in.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2)										
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?										
Planksheer, how secured to the plating of the sides										
Waterway, planksheer and to the Beams										
Deck Beams, how secured to the side?										
Hold or Lower Deck										
Paddle										
No. of breasthooks <u>Three</u> crutches <u>Three</u> how are pointers compensated?										
What description of iron is used for the angle iron and plate iron in the vessel?										
<u>Glasgow Iron</u>										
Builder's Signature <u>Macnab & Co</u>										

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the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted
 plates 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 lengths
 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.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms.	Inches.	N ^o . Weight.
	Fore Sails,	Chain <u>7" 1 1/2"</u>	<u>150</u>	<u>1 1/2</u>	Bower, <u>14.0.0</u>
<u>One</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>5 1/2</u>	<u>14.3.24</u>
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>3</u>	<u>14.2.7</u>
<u>Sails</u>	Main Sails,	Towlines			<u>1.3.12</u>
	Main Top Sails,	Warp			<u>1.1.0</u>
and		All of <u>Good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and One other

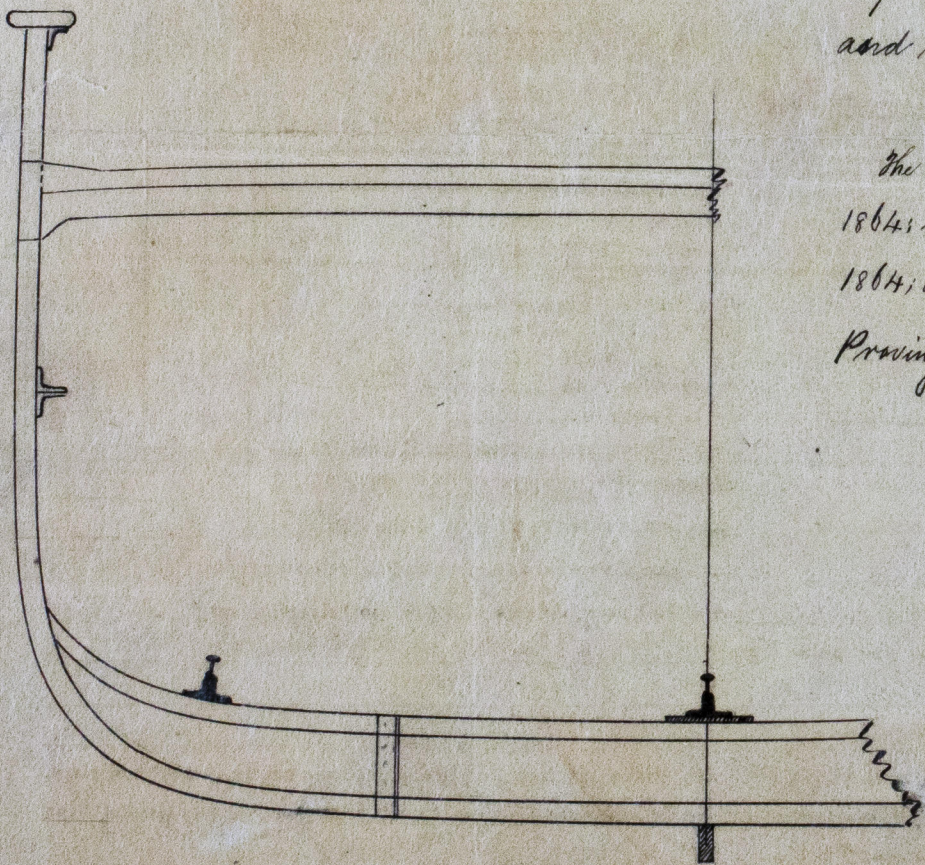
The present state of the Windlass is Good Capstan and Rudder Good Pumps Two lead

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	} <u>Specially surveyed while building from 25th August to 28th Dec 1864 in all 22 visits.</u>
	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	

This vessel has been built under special survey as per order N^o 340. She has a raised quarter deck and monkey forecastle.

The certificates of Bowerham cables are dated 1864; certificates of Anchors are dated 23rd Nov. 1864; and signed by David Logan, Superintendent, of Proving Machine.



In what manner are the surfaces preserved from oxidation? Portland cement between floors to upper part of bilges, inside and outside with three coats of Red lead and bottom two coats of Peacock's patent composition

I am of opinion this Vessel should be classed A 1

The amount of the Fee £ 2 : " : " is received by me,

Dec 1864 Special £ 8 : 4 : "

Certificate (required) £ " : " : "

Committee's Minute 3rd January 1865

Character assigned A 1 (A + C. E.)

This Iron Steam Steamer appears eligible for Classification as recommended above if the Committee are satisfied with the Survey of the Chain Cable and Anchors Jan 2/65