

IRON SHIPS.

No. 2522 Survey held at Hartlepool Date 25th July 1866 to 20th June 1866
 on the Screw Steamer "Galicia" Master Stranahan
 Tonnage under tonnage deck 694 ²⁸/₁₀₀ Built at Hartlepool When built 1866 Launched 2nd April
 Ditto of poop or spar deck 55 ⁶⁵/₁₀₀ By whom built Richardson Denton & Co Owners J. Hall junr & Co
 Ditto of engine room 239 ⁹⁷/₁₀₀ Port belonging to London Destined Voyage Mediterranean
 Total Register tonnage 509 ⁹⁸/₁₀₀
 Gross tonnage 749 ⁹⁸/₁₀₀
 Surveyed while Building, 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. of Decks | |
|---|---|---------|---|-------|--|---|-----------------------------------|---------|---------------------------------|--------|---------------------------------|--|
| 206 | 6 | | 20 | 6 | | 17 | 1 | 2 | 90 | | Two | |
| (Dimensions of Ship per Register, length <u>206 ⁹/₁₀</u> breadth <u>20 ⁹/₁₀</u> depth <u>16 ⁹/₁₀</u>) | | | | | | | | | | | | |
| Keel, if bar iron, depth and thickness | Inches in Ship. | | Inches required per Rule. | | Plates in Garboard Strakes, breadth and thickness | | Inches in Ship. | | 16ths required per Rule. | | Inches required per Rule. | |
| " if plate iron, breadth and thickness | 0 x 2 ⁵ / ₀ | | 7 ¹ / ₄ x 2 ³ / ₄ | | Ditto from Garboard to upper part of Bilges | | 10 ¹ / ₁₆ | | 10 ¹ / ₁₆ | | 10 ¹ / ₁₆ | |
| Stem, if bar iron, moulding and thickness | 0 x 2 ⁵ / ₀ | | 7 ¹ / ₄ x 2 ³ / ₄ | | " from upper part of Bilge to a perpendicular height from upper side of Keel of ³ / ₈ ths the entire depth of Hold | | 9 ¹ / ₁₆ | | 9 ¹ / ₁₆ | | 9 ¹ / ₁₆ | |
| " if plate iron, breadth and thickness | 11 x 3 ⁵ / ₀ | | 7 ¹ / ₄ x 5 ¹ / ₂ | | " from ³ / ₈ ths depth of Hold to lower edge of Sheerstrake | | 0 ¹ / ₁₆ | | 0 ¹ / ₁₆ | | 0 ¹ / ₁₆ | |
| Stern-post, if bar iron, moulding and thickness | 21 | | 21 | | " Sheerstrake, breadth and thickness | | 3 ¹ / ₄ | | 12 ¹ / ₁₆ | | 30 | |
| " if plate iron, breadth and thickness | 21 | | 21 | | Butt Straps to outside plating, breadth and thickness | | 10 x | | 11 ¹ / ₁₆ | | 10 ¹ / ₁₆ | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | Double cross | | Double cross | | Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness | | 30 | | 11 ¹ / ₁₆ | | 29 ¹ / ₁₆ | |
| Frames, Size of Angle Iron, single or double | 4 x 3 | | 0 ¹ / ₁₆ | | Angle Iron on ditto | | 5 x 3 ¹ / ₂ | | 0 ¹ / ₁₆ | | 4 ³ / ₄ | |
| " Reversed Iron, if to every frame or every other frame | 3 x 2 ³ / ₄ | | 7 ¹ / ₁₆ | | Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways | | 10 ³ / ₄ | | 9 ¹ / ₁₆ | | 10 ¹ / ₂ | |
| Floors, depth and thickness of Floor Plate at mid line | 19 ¹ / ₂ x | | 9 ¹ / ₁₆ | | Diagonal Tie Plates on ditto | | 10 ³ / ₄ | | 9 ¹ / ₁₆ | | 10 ¹ / ₂ | |
| " Ditto ditto at Bilge Keelson | 9 x | | 9 ¹ / ₁₆ | | Planksheer, materials and scantlings | | 5 | | 12 | | 3 ¹ / ₂ | |
| " Size of Reversed Angle Iron, and No. at top of Floor Plate | 3 x 2 ³ / ₄ | | 7 ¹ / ₁₆ | | Waterway ditto ditto | | 5 | | 12 | | 3 ¹ / ₂ | |
| Beams, Deck (No. 59) double Angle Iron, Plate, Tee, or Bulb Iron | 7 x | | 7 ¹ / ₁₆ | | Flat of Upper Deck, thickness and material | | 3 ¹ / ₂ | | 14 | | 3 ¹ / ₂ | |
| " double or single Angle Iron, on edge | 2 ¹ / ₂ x 2 ¹ / ₂ | | 6 ¹ / ₁₆ | | " how fastened to Beams | | 9 ¹ / ₁₆ | | 10 | | 3 ¹ / ₂ | |
| " average space between | 3 ft 6 in | | 3 ft 6 in | | Ceiling betwixt Decks and in Hold, thickness and material | | 2 ¹ / ₄ | | 10 | | 3 ¹ / ₂ | |
| Hold, or Lower Deck (No. 40) double Angle, Tee, Plate, or Bulb Iron | 7 x | | 7 ¹ / ₁₆ | | Clamps or Spirketting ditto | | 9 ¹ / ₁₆ | | 10 | | 3 ¹ / ₂ | |
| " double or single Angle Iron, on edge | 2 ¹ / ₂ x 2 ¹ / ₂ | | 6 ¹ / ₁₆ | | Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness | | 22 ¹ / ₂ | | 9 ¹ / ₁₆ | | 22 | |
| " average space between | 3 ft 6 in | | 3 ft 6 in | | Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams | | 5 ¹ / ₂ | | 3 x | | 0 ¹ / ₁₆ | |
| Paddle, sided and moulded, thickness of Plate size of Angle Iron | 13 x | | 11 ¹ / ₁₆ | | Stringers in Hold | | 5 x | | 3 ¹ / ₂ | | 0 ¹ / ₁₆ | |
| Keelson, single or double plate, box, or intercostal | 13 x | | 11 ¹ / ₁₆ | | Flat of Lower Deck, thickness and material | | 5 | | 10 | | 3 ¹ / ₂ | |
| " Size of Plates | 5 x | | 3 ¹ / ₂ | | Main piece of Rudder, diameter at head | | 5 | | 10 | | 3 ¹ / ₂ | |
| " Size of Angle Irons | 5 x | | 3 ¹ / ₂ | | " at heel | | 3 | | 10 | | 3 ¹ / ₂ | |
| " Side, single or double, plate, box, or intercostal | 5 x | | 3 ¹ / ₂ | | (Can the Rudder be unshipped afloat) | | Yes | | 10 | | 3 ¹ / ₂ | |
| " Bilge (No. one) at each Bilge, single, or double, plate, or box | 5 x | | 3 ¹ / ₂ | | Bulkheads, No. 4 Thickness of | | 6 ¹ / ₁₆ | | 10 | | 3 ¹ / ₂ | |
| Transoms, material Plate or, if none, in what manner compensated for. | Plate | | | | | | | | | | | |
| Knight heads, and Hawse Timbers | Planks, 9 Oak | | | | | | | | | | | |
| The Frames extend in one length from | Keel to gunwale | | | | | | | | | | | |
| The reverse angle irons on the floors extend in one length across the middle line from | bilge to bilge | | | | | | | | | | | |
| " on the frames | from bilge to gunwale on alternate frames | | | | | | | | | | | |
| Keelson, how are the various lengths of plates or angle irons connected? | Butt shifted stepped & rivetted | | | | | | | | | | | |
| Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 ¹ / ₈ ins.) diameter, averaging (3 ⁷ / ₁₀ in.) apart. | Double or | | | | | | | | | | | |
| " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3 ¹ / ₄ in.) diameter, averaging (2 ³ / ₄ ins.) apart. | Double or single | | | | | | | | | | | |
| " Butts from Keel to turn of bilge, worked carvel with butt straps (13 ¹ / ₄ x 10 ¹ / ₁₆) thick, double or single rivetted; with rivets (3 ¹ / ₄ in.) diameter, averaging (2 ¹ / ₄ ins.) apart. | Double or single | | | | | | | | | | | |
| Do the butt straps lap over and rivet through the lands of the strake below? | No | | | | | | | | | | | |
| " Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3 ¹ / ₄ in.) diameter, averaging (2 ¹ / ₄ in.) apart. | Double or single | | | | | | | | | | | |
| Do the butt straps lap over and rivet through the lands of the strake below? | No | | | | | | | | | | | |
| " Edges of Sheerstrake, double or single rivetted? At upper edge Single to bulwark At lower edge Double | Single to bulwark Double | | | | | | | | | | | |
| " Butts from bilge to planksheers, worked carvel with butt straps (8 ¹ / ₄ x 10 ¹ / ₁₆ x 9 ¹ / ₁₆) thick, double or single rivetted; with rivets (3 ¹ / ₄ in.) diameter, averaging (2 ¹ / ₂ ins.) apart. Breadth of laps in double rivetting (4 ¹ / ₂) Breadth of laps in single rivetting (2 ¹ / ₂) | Double or single | | | | | | | | | | | |
| Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? | Double | | | | | | | | | | | |
| Planksheer, how secured to the plating of the sides | Waterways of R. Pine fastened to gunwale | | | | | | | | | | | |
| Waterway " planksheer and to the Beams | Stringers with nut bolts set up below | | | | | | | | | | | |
| Deck Beams, how secured to the side? | With brackets three plates rivetted to beams & frames | | | | | | | | | | | |
| Hold or Lower Deck ditto | Same as deck | | | | | | | | | | | |
| Paddle " " " | No. of breasthooks Pine crutches Two | | | | | | | | | | | |
| What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? | Good | | | | | | | | | | | |
| Manufacturer's name or trade mark | Hartlepool Iron Works | | | | | | | | | | | |
| We certify that the above is a correct description of the several particulars therein given. | | | | | | | | | | | | |
| Builder's Signature | Richardson Denton & Co | | | | | Surveyor's Signature | | | | | | |
| for H. Gray | | | | | J. P. Madril | | | | | | | |

Workmanship.

Are the lands or laps of the clenchwork in all cases at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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 in one length

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? All through

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in butts

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

| She has SAILS. | | | CABLES, &c. | | | ANCHORS, and their weights. | | |
|---|--------------------------|-----------------------------|------------------------------------|---------|-----------------|-----------------------------|--------------------|-----------------|
| No. | | | Fathoms. | Inches. | Tested to Tons. | No. | Weight. Ex. Stock. | Tested to Tons. |
| 2 | Fore Sails, | Chain | 270 | 1 7/8 | 37-4-0 | 3 | 17-3-7 | 10-17-0 |
| 1 | Fore Top Sails, | Hempen Stream Cable | 90 | 1 3/16 | 11-10-0 | | 17-2-7 | 10-18-1 |
| 1 | Fore Topmast Stay Sails, | Hawser | 90 | 6 1/2 | - | | 15-0-7 | 16-11-0 |
| 1 | Main Sails, | Towlines | 90 | 10 | - | | | |
| 1 | Main Top Sails, | Warp | 90 | 5 1/2 | - | | | |
| | and others all good | All of <u>Good</u> quality. | 90 | 4 | - | | | |
| Her Standing and Running Rigging <u>Wire Hemp</u> | | | sufficient in size and <u>Good</u> | | | in quality. | | |
| She has <u>2 Life</u> | | | <u>Long Boat</u> | | | <u>2 Cutters</u> | | |
| The present state of the Windlass is <u>Good</u> | | | <u>Capstan</u> | | | <u>Pumps</u> | | |

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

Order for Ordinary Survey as per 2nd. On the plating during the progress of rivetting

Order for Ordinary Survey as per 3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated

Order for Ordinary Survey as per 5th. After the ship was launched

State if she has a Spar Deck and Poop and or Forecastle

General Remarks, Poop & Forecastle fitted, frames all to the top height. Plating outside 9/16 single rivetted at edges double do. at butts 5/8 rivets spaced 2 inches. Beams of Poop double angle Irons 4x3x0/16 & 3x3x6/16, Forecastle do. double angle Irons 4x3x0/16, Stringer plates on ends of do. 22x6/16 waterways on poop 10x7 3/4 R. Pine & G. Oak on forecastle 10x7 1/2 G. Oak. Length being over 12 Depts & 7 breadths. Sheerstrakes increased 2/16 in thickness for three fourths of length. Gunwale stringer plates 2/16 for half the length. Bulk plates fitted between bilge stringer angle Irons 7x7/16 for half length.

Water ballast tanks fitted in fore & after hold, fore one 17 ft. 6 in after do. 24 ft. 6 in. in length. Main frames cut as shown on sketch, shell plating doubled ~~in~~ in line of do. Piece plates fitted to frames top & bottom of tank. Engine room bulkheads forming one end of tanks the other ends of 6/16 plate also top, which is rivetted to top of hold beams, vertical angle Irons fitted at 3x3x0/16 spaced 30 in. stayed inside with 1 1/2 round iron. Richardson's Patent Duck.

In what manner are the surfaces preserved from oxidation? Inside Cemented to top of bilge with Portland Cement

Ditto ditto Outside other parts with three coats of paint.

I am of opinion this Vessel should be Classed A 1

The amount of the Fee £ 5 : 0 : 0 is received by me, John W. C.

Special £ 37 : 9 : 0

Certificate (if required) £ : : :

Committee's Minute 6th July 1866

Character assigned A 1

J. P. Gladstone

This vessel appears eligible for the Blue Flag

3 June 1866

Lloyd's Register Foundation