

# IRON SHIPS.

Builders' No. 19

Rec 14/8/66

1866

No. 5109 Survey held at Port Glasgow Date 9th August  
 in the Screw Steamer "Itacian" Master Wm R. Burns  
 Tonnage under tonnage deck 570.04 Built at Port Glasgow When built 1866 Launched 14th July 1866  
 Net of ~~poop~~ Break or spar deck 72.42 By whom built Robert Duncan & Co. Owners Handysides & Henderson  
 of engine room 205.59 Register tonnage 436.87 Port belonging to Glasgow Destined Voyage India to Mediterranean  
 Gross Tonnage 642.46 If 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.	N <sup>o</sup> . of Decks
200			27			16		8 1/2	70		
Dimensions of Ship per Register, length <u>206.5</u> breadth <u>27</u> depth <u>16.5</u>											
Keel, <del>bar</del> iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		32 10/16 30 10/16		
Stem, <del>bar</del> iron, moulding and thickness	7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		Ditto from Garboard to upper part of Bilges.. 9/16 9/16		
" if plate iron, breadth and thickness	7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		7 x 2 3/4		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 8/16 8/16		
Stern-post, <del>bar</del> iron, moulding and thickness	8 x 4 7/8 inner		7 x 5 1/2		8 x 4 7/8 outer		7 x 5 1/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake 7/16 7/16		
" <del>bar</del> iron, breadth and thickness	8 x 4 7/8 outer		7 x 5 1/2		8 x 4 7/8 outer		7 x 5 1/2		" Sheerstrake, breadth and thickness 30 1/16 30 1/16		
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23		23		23		Butt Straps to outside plating, breadth and thickness 9 9/16 9/16 9/16		
Frames, Size of Angle Iron, single or double	4 3 7/8		4 3 7/8		4 3 7/8		4 3 7/8		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 30 8/16 28 1/4 8/16		
" " Reversed Iron, <del>to every frame</del>	3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		Angle Iron on ditto 4 1/2 x 3 1/2 x 7/8 4 1/2 x 3 1/2 x 7/8		
and on every alternate frame to Gunwale	3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 10 5/8 9 3/4 5/8		
Floors, depth and thickness of Floor Plate at mid line	19 5/8 18 5/8 5/8		19 5/8 18 5/8 5/8		19 5/8 18 5/8 5/8		19 5/8 18 5/8 5/8		Diagonal Tie Plates on ditto 10 5/8 9 3/4 5/8		
" Ditto ditto at Bilge Keelson	9 5/8 8/16 5/8		9 5/8 8/16 5/8		9 5/8 8/16 5/8		9 5/8 8/16 5/8		Planksheer, materials and scantlings		
" Size of Reversed Angle Iron, and No. <del>single</del> at top of Floor Plate	3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		3 2 1/2 5/8		Waterway ditto ditto 12 x 7 3 1/2 3 1/2		
Beams, Deck (N <sup>o</sup> . ) double Angle Iron, Plate, Tee, or Bulb Iron	6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		Flat of Upper Deck, thickness and material 3 1/2 3 1/2		
" " double or single Angle Iron, on upper edge	2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		" " how fastened to Beams.. By down bolts & nuts from above		
" " average space between	3 feet 10 inches		3 feet 10 inches		3 feet 10 inches		3 feet 10 inches		Ceiling betwixt Decks, and in Hold, thickness and material 6 x 2 1/2 2 1/2		
" Hold, or Lower Deck (N <sup>o</sup> . ) double Angle, Tee, Plate, or Bulb Iron	6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		6 1/2 7/8 6 1/2 7/8		Clamps or Spirketting ditto		
" " double or single Angle Iron, on upper edge	2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		2 1/2 2 1/2 5/8 2 1/2 2 1/2 5/8		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 22 1/2 5/8 21 5/8		
" " average space between	3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 10 5/8 9 3/4 5/8		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		3 feet 10 inches + 3 feet 8 inches		Stringers in Hold .... Double Angle Iron 4 1/2 x 3 1/2 x 7/8 4 1/2 x 3 1/2 x 7/8		
" Engine " " " "	See sketch		See sketch		See sketch		See sketch		Flat of Lower Deck, thickness and material 2 1/2 4 3/4		
Keelson, single or double plate, box, or intercostal	12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		Main piece of Rudder, diameter at head 4 3/4 4 3/4		
" Size of Plates	12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		12 1/2 10/16 12 1/2 10/16		" " " at heel 2 1/2 2 1/2		
" Size of Angle Irons	4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		(Can the Rudder be unshipped afloat Yes)		
" Side, single or d'ble, plate, box, or intercostal	9 5/8 7/8 9 5/8 7/8		9 5/8 7/8 9 5/8 7/8		9 5/8 7/8 9 5/8 7/8		9 5/8 7/8 9 5/8 7/8		Bulkheads, N <sup>o</sup> . <del>Thin</del> Thickness of 4/16		
" Bilge (No. ) at each Bilge, single, or double, plate, or box	4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		4 1/2 3 1/2 7/8 4 1/2 3 1/2 7/8		" Height up to upper deck		
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.	Iron		Iron		Iron		Iron		" how secured to the sides of the ship Between double frames		
Knights-heads, and Hawse Timbers	Iron		Iron		Iron		Iron		" size of vertical angle irons 3 x 2 1/2 x 1/2 and their distance apart about 30 inches		

The Frames extend in one length from Keel to Gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 6 inches) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to Gunwale alternately  
 " " and on the frames " " from " to "

Keelson, how are the various lengths of plates or angle irons connected? By plate and Angle Iron butt straps  
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( 1 1/8 + 3/4 ins.) diameter, averaging ( 4 1/2 + 3 ins) apart.  
 " Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 3 ins.) apart.  
 " Butts from Keel to turn of bilge, worked carvel with butt straps ( 1/8 + 9/16 ) thick, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 3 ins ) apart. 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 ( 3/4 in.) diameter, averaging ( 3 in.) apart. 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 to Gunwale Angle Iron double or Bulb At lower edge double  
 " Butts from bilge to planksheers, worked carvel with butt straps ( 5/16 + 1/4 ) thick, double or single rivetted; with rivets ( 3/4 + 1/2 in.) diameter, averaging ( ins.) apart. Breadth of laps in double rivetting ( 4 1/2 ins ) Breadth of laps in single rivetting ( 2 1/2 ins )

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?  
 Planksheer, how secured to the plating of the sides { Explain by sketch }  
 Waterway " " planksheer and to the Beams { if necessary. }  
 Deck Beams, how secured to the side? Beam ends turned down  
 Hold or Lower Deck ditto Beam ends turned down  
 Paddle " " No. of breasthooks Four crutches Four

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Mossend Angle Iron & Blackhair Iron Co.  
 Manufacturer's name or trade mark Mossend Iron Co. & Blackhair Iron Co.

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature Robert Duncan & Co. Surveyor's Signature H. J. B. 1866  
 Lloyd's Register Foundation IRON 410 - 0027



5018 Iron

**Workmanship.** Are the lands or laps of the clenwork in all cases in breadth 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 lengths  
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? Yes  
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., tested at "Lloyd's Tipton Proving House"					ANCHORS, tested at "Lloyd's Tipton Proving House"				
N <sup>o</sup> .		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	N <sup>o</sup> .	No. on Anchor seen by me.	No. and date on Certificate	Weight. Ex. Stock.	Tested to. Tons.
One Suit of Sails.	Fore Sails,	Chain	2531-18/5/66	120	1 1/2	31	Bowers	1	2109-24/5/66	15.3.7	17.5.1.7
	Fore Top Sails,	Hemp	2532-18/5/66	30	3/4	10 1/2		1	2112		
	Fore Topmast Stay Sails,	Stream Cable		90	7			1	2305-25/5/66	14.3.10	16.7.3.7
	Main Sails,	Hawser		90	5		Stream	1	2308		
	Main Top Sails,	Towlines		90	4			1	2287-19/5/66	13.2.9	15.5.3.21
and spare daily rigging is wire		Warp		90	4		Kedges	1	2288		
Her Standing and Running Rigging		All of <u>Good</u> quality.									
		Her Standing and Running Rigging <u>Lump</u>					sufficient in size and <u>Good</u> in quality.				

Order for Special Survey No. 372 DATES of Surveys held 1st. On the several parts of the frame, when in place, and before the plating was wrought Specially Surveyed while Building from 18th Oct 1865 to 9th August 1866 in all 26 visits.  
Date 18th Oct 1865 2nd. On the plating during the progress of rivetting  
Order for Ordinary Survey No. \_\_\_\_\_ as per 3rd. When the beams were in and fastened, and before the decks were laid  
Date \_\_\_\_\_ Section 18. 4th. When the ship was complete, and before the plating was finally coated  
5th. After the ship was launched

State if she has a Spar Deck Yes Poop Raised Quarter Deck or Forecastle Monkey Forecastle

**General Remarks,** This vessel has been built under Special Survey as per Order N<sup>o</sup> 372; has a raised quarter deck and monkey forecastle; and is rigged as a three masted Schooner.

We have not marked the 1 hereon in consequence of one of the Bower anchors being rather light, which we beg respectfully to leave for the consideration of the Committee, with a letter from the Builders guaranteeing an Anchor of the proper weight to be put on board on her return from her present intended voyage should the one on board be considered not sufficient.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between floors to upper part of bulge, and three coats of Red lead  
Ditto ditto Outside Three coats of Red lead paint

We are of opinion this Vessel should be Classed A

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

Special £ 32 : 2 : :  
Certificate (if required) £ : : : :

Committee's Minute 17th August 1866

Character assigned B



© 2019

Lloyd's Register Foundation