

7279 IRON SHIPS.

Rec 16/8 59
1869

No. 5623 Survey held at Glasgow Date 10th July
 on the Iron Screw Steamer "Italia" Master Munro
 Tonnage under tonnage deck 367.75 Built at Glasgow When built 1869 Launched 10th July 1869
 Ditto of quarter deck Breaks 33.06 By whom built Scott & Co. Owners Morris Munro & Co.
 Ditto of poop, forecabin, or other erections on upper deck } Keels 9.29
 Ditto of spar deck }
 Ditto of engine room 131.23
 Gross tonnage, less crew space } 410.10 } 391.27
 Total Register tonnage, as set on beam } 260.04
 Port belonging to Glasgow Destined Voyage ply to Palermo
 If Surveyed while Building, Afloat, or in Dry Dock While Building

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	No. of Decks	
Length aloft	175	7	22	7		14	7	60 nominal 200 effective	One	
(Dimensions of Ship per Register, length <u>175</u> breadth <u>22</u> depth <u>13</u>)										
Keel, $\frac{1}{2}$ bar iron, depth and thickness	6	$\frac{1}{2}$ x 2								
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	6	$\frac{1}{2}$ x 2								
Stern-post, $\frac{1}{2}$ bar iron, moulding and thickness	6	$\frac{1}{2}$ x 4								
Distance of Frames from moulding edge to moulding edge, all fore and aft			2							
Frames, Size of Angle Iron, single or double	3	3	5							
Floors, depth and thickness of Floor Plate at mid line	18		7							
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	6		6							
Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	2		2							
Keelson, single or double plate, box, or intercostal	2		7							
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.										

Plates in Garboard Strakes, breadth and thickness 35 9 24 9
 Ditto from Garboard to upper part of Bilges 8 6 8 6
 Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 68 7 25 9
 Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 12 5 8 7
 Diagonal Tie Plates on ditto 12 5 8 7
 Planksheer, materials and scantlings 3 2 3 3
 Waterway ditto ditto 3 2 3 3
 Flat of Upper Deck, thickness and material 3 2 3 3
 Ceiling betwixt Decks and in Hold, thickness and material 2 2 3 3
 Clamps or Spiricketing ditto 2 2 3 3
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 11 10 18 7
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 3 2 3 3
 Stringers in Hold 5 7 18 7
 Flat of Lower Deck, thickness and material 3 2 3 3
 Main piece of Rudder, diameter at head 3 2 3 3
 " " " at heel 2 2 2 4
 (Can the Rudder be unshipped afloat No)
 Bulkheads, No. Five Thickness of 5 7 18 7
 Height up to upper deck, and one to cabin sole
 how secured to the sides of the ship Between double frames
 size of vertical angle irons 2 2 3 3 and their distance apart about 30 inches

The Frames extend in one length from Keel to Gumwal rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (5 inches) apart.
 The reverse angle irons on the floors extend in one length across the middle line from lower deck stringer to Gumwal 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 rivetted to keel, double at upper edge, with rivets ($1\frac{1}{4}$ ins.) diameter, averaging (4 ins.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{9}{16}$ thick), double or single rivetted; with rivets ($\frac{3}{4}$ 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 ($\frac{3}{4}$ 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 Single At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps ($\frac{7}{16}$ thick), double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 inches) Breadth of laps in single rivetting (3 inches)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double
 Planksheer, how secured to the plating of the sides } Explain by sketch
 Waterway " " planksheer and to the Beams } if necessary. } Secured with Iron butter waterways
 Deck Beams, how secured to the side? Beam ends turned down
 Hold or Lower Deck ditto
 Paddle " " No. of breasthooks Three crutches Three
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Skandinav
 Manufacturer's name or trade mark Phoenix Iron Co., Messrs. Boulton, Skerme Iron Co.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Scott & Co. Surveyor's Signature Munro

7279 Iron

Workmanship. Are the lands or laps of the clenchwork 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 in to 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 in cables and Anchors tested at Lloyd's Gambrian Chain & Anchor Public Testing Company Limited. Andrew Jack

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	No.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
		Chain	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	23/6/1869	1	8.2.8	10.14.0.0	8.2.0	10.12.0.0
	Fore Sails,	23/6/1869	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	Bowers	1	10.1.14	10.7.0.0	10.0.0	12.0.0.0
<i>one</i>	Fore Top Sails,	23/6/1869	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	23/6/1869	1	2.1.1	10.0.0	10.0.0	12.0.0.0
<i>Suit of</i>	Fore Topmast Stay Sails	Public Chain & Anchor Testing Machines, Christie, John Richards	80	5/8	4.12.2.0			23/6/1869	1	10.1.23	12.0.0	10.0.0	12.0.0.0
<i>Sails</i>	Main Sails,	Hempen Stream Cable	90	7/8		7		Public Chain & Anchor Testing Machines, Christie, John Richards	1	3.2.26	5.5.0.0	4.3.0	
	Main Top Sails,	Hawser	90	7/8		5		Stream	1	0.3.26			
		Towlines						147	1	1.3.16	4.5.0.0	2.1.0	
		Warp						Kedges	1	0.2.1		1.0.0	
		All of <u>Good</u> quality.								1.0.8			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.
 She has One Life Long Boat and Two others
 The present state of the Windlass is Good Capstan and Rudder Good with fastenings Pumps Four lead Good

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>509</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>17th March 1869</u>	while building	} <u>Specially surveyed while building from March to July 1869 in all eighteen visits.</u>				
Order for Ordinary Survey	as per					
No. _____	Section 18.					

State if she has a Spar Deck No Poop Break or Forecastle

General Remarks, *This vessel has been built under special survey as per Order No. 509. She is Schooner rigged; has a raised quarter deck and a Monkey forecastle with a house on deck for part of crew. She has a substantial stringer fitted in lieu of hold beams, same as in screw mcs, 10x4 with three angle stons to ditto 3 1/2 x 3 x 1/2, two at back rivetted to reverse frames, and one at front.*

In what manner are the surfaces preserved from oxidation? Inside Portland Cement between the floors to upper parts of bulges, & three coats Red lead above
 Ditto ditto Outside Three coats of Red lead paint, and Black paint on topsides.

I am of opinion this Vessel should be Classed B1
 The amount of the Fee£ 4 : " : " is received by me,
Amf WMS Special£ 19 : " : "
 Certificate (if required)£ " : " : "

Committee's Minute 17th August 1869
 Character assigned B

This Iron built Steam Steamer appears eligible for Classification as recommended above
 Lloyd's Register Foundation
 10/10/60