

IRON SHIPS.

No. 5623 Survey held at Glasgow

Date 10th July

1869

on the Iron Screw Steamer "Italia"

Master Munro

Tonnage under tonnage deck 367.75

Ditto of quarter-deck Breaks 33.06

Ditto of poop, fore-castle, or other erections on upper deck Houses 9.29

Ditto of upper deck 131.23

Gross tonnage, less 410.10 } 391.27

crew space 18.83

Total Register tonnage, as set on beam 260.04

Built at Glasgow

When built 1869

Launched 10th July 1869

By whom built Scott & Co.

Owners Morris Munro & Co.

Port belonging to Glasgow

Destined Voyage Clyde to Palermo

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.	No. of Decks
<u>175 1/10</u>			<u>22 7/10</u>			<u>14 7/10</u>			<u>60 nominal</u>	<u>200 effective</u>	<u>One</u>
(Dimensions of Ship per Register, length <u>175 4/10</u> breadth <u>22 7/10</u> depth <u>13 9/10</u>)											
Keel, <u>bar iron</u> , depth and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/4</u>		Inches required per Rule.	<u>6 1/2 x 2 1/4</u>		Plates in Garboard Strakes, breadth and thickness		
„ if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>		<u>35</u>		
Stem, <u>bar iron</u> , moulding and thickness	<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>		Ditto from Garboard to upper part of Bilges		
„ <u>plate iron</u> , breadth and thickness	<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>			<u>6 1/2 x 2 1/4</u>		<u>36</u>		
Stern-post, <u>bar iron</u> , moulding and thickness	<u>6 1/2 x 4 1/2 inner</u>			<u>6 1/2 x 4 1/2</u>			<u>6 1/2 x 4 1/2</u>		„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
„ <u>plate iron</u> , breadth and thickness	<u>6 1/2 x 4 1/2 outer</u>			<u>6 1/2 x 4 1/2</u>			<u>6 1/2 x 4 1/2</u>		<u>36</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>			<u>21</u>			<u>21</u>		„ from 3/4ths depth of Hold to lower edge of Sheerstrake		
Frames, Size of Angle Iron, single or double	<u>3</u>	<u>3</u>	<u>56</u>	<u>3 1/2</u>	<u>2 3/4</u>	<u>56</u>	<u>3 1/2</u>	<u>2 3/4</u>	„ Sheerstrake, breadth and thickness <u>32</u>		
„ Reversed Iron, <u>to every frame</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	Butt Straps to outside plating, breadth and thickness		
„ <u>to lower deck stringers</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>8 1/2 x 9</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>18</u>		<u>56</u>	<u>15 1/2</u>		<u>56</u>	<u>15 1/2</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
„ Ditto ditto at Bilge Keelson	<u>12</u>		<u>56</u>	<u>12</u>		<u>56</u>	<u>12</u>		<u>68</u>		
„ Size of Reversed Angle Iron, and No. Single at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>58</u>	<u>2 1/2</u>	<u>2 1/2</u>	Angle Iron on ditto		
Beams, Deck (No.) double Angle Iron, Plate, Tee, or Bulb Iron	<u>6</u>		<u>56</u>	<u>5 1/2</u>		<u>58</u>	<u>5 1/2</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
„ „ double or single Angle Iron, on upper edge	<u>2 1/4</u>	<u>2 1/4</u>	<u>58</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>58</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>12</u>		
„ „ average space between	<u>42 inches</u>			<u>42 inches</u>			<u>42 inches</u>		Diagonal Tie Plates on ditto		
„ Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron									<u>12</u>		
„ „ double or single Angle Iron on edge									Planksheer, materials and scantlings		
„ „ average space between									Waterway ditto ditto		
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									Flat of Upper Deck, thickness and material		
„ Engine									<u>3</u>		
Keelson, single or double plate, box, or intercostal	<u>2 1/2</u>		<u>56</u>	<u>19</u>		<u>56</u>	<u>19</u>		„ „ how fastened to Beams		
„ Size of Plates	<u>6</u>		<u>56</u>	<u>5 1/2</u>		<u>58</u>	<u>5 1/2</u>		Ceiling betwixt Decks and in Hold, thickness and material		
„ Size of Angle Irons	<u>3 1/2</u>	<u>3</u>	<u>56</u>	<u>3 1/2</u>	<u>3</u>	<u>58</u>	<u>3 1/2</u>	<u>3</u>	<u>2 1/2</u>		
„ Side, single or double, plate, box, or intercostal									Clamps or Spirketting ditto		
„ Bilge (No.) at each Bilge, single or double, plate, or box	<u>3 1/2</u>	<u>3</u>	<u>56</u>	<u>3 1/2</u>	<u>3</u>	<u>58</u>	<u>3 1/2</u>	<u>3</u>	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.									<u>10</u>		
Knight-heads, and Hawse Timbers									Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
The Frames extend in one length from <u>Keel</u> to <u>Gumwal</u>									<u>8 1/2 x 3 x 56</u>		
The reverse angle irons on the floors extend in one length across the middle line <u>from lower deck stringers to Gumwal alternately</u>									Stringers in Hold		
„ „ and on the frames „ „ „ from „ to „									Flat of Lower Deck, thickness and material		
Keelson, how are the various lengths of plates or angle irons connected? <u>By plate and Angle Iron butt straps</u>									Main piece of Rudder, diameter at head		
Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets (1 1/4 ins.) diameter, averaging (4 1/2 ins.) apart.									<u>3 1/2</u>		
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.									„ „ „ at heel		
„ Butts from Keel to turn of bilge, worked carvel with butt straps (9/16 + 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart.									<u>2 1/2</u>		
„ 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 ins.) apart.									(Can the Rudder be unshipped afloat <u>No</u>)		
„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single</u> At lower edge <u>Double</u>									Bulkheads, No. <u>Five</u> Thickness of		
„ Butts from bilge to planksheers, worked carvel with butt straps (7/16 + 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 ins.) apart. Breadth of laps in double rivetting (4 1/2 inches) Breadth of laps in single rivetting (3 inches)									<u>5 1/2</u>		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>									„ Height up <u>to upper deck, and one to cabin sole</u>		
Planksheer, how secured to the plating of the sides									„ how secured to the sides of the ship <u>Between double frames</u>		
Waterway „ „ planksheer and to the Beams									„ size of vertical angle irons <u>2 1/2 x 2 1/2</u> and their distance apart <u>about 30 inches</u>		
Deck Beams, how secured to the side? <u>Beam ends turned down</u>									rivetted through plates with (3/4 in.) rivets, about (6 inches) apart.		
Hold or Lower Deck ditto											
Paddle „ „											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?									No. of breasthooks <u>Three</u> crutches <u>Three</u>		
Manufacturer's name or trade mark <u>Phoenix Iron Co., Messrs. Boulton, & Co., Skerme Iron Co.</u>											

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature

Surveyor's Signature

IRON444-0326

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? Solid lengths or are they in short lengths of various thicknesses?
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.

Chains, cables and Anchors tested at Lloyd's Gambrian Chain & Anchor Public Testing Company Limited. Andrew Jack

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight, Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
		23.6.1869	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	23.6.1869	1	10.1.14	10.7.0.0	10.0.0	12.0.0.0
	Fore Sails,	Chain						Bowers	2	2.1.14	12.0.0	10.0.0	12.0.0.0
	Fore Top Sails,	Public Chain & Anchor Testing Machines, Chester, John Richards						23.6.1869	1	10.1.23	12.0.0	10.0.0	12.0.0.0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	7	4.12.2.0	7		Public Chain & Anchor Testing Machines, Chester, John Richards	1	3.2.26	5.5.0.0	4.3.0	
	Main Sails,	Hawser	90	5		5		Stream	1	0.3.26			
	Main Top Sails,	Towlines											
	and Spare Sails	Warp						147.	1	1.3.16	4.5.0.0	2.1.0	
	Her Standing and Running Rigging	All of <u>Good</u> quality.						Kedges	1	0.2.1		1.0.0	
	She has	Long Boat and											
	The present state of the	Capetan						Pumps					

Order for Special Survey No. 509 Date 12th March 1869 131 Broad Street London
Order for Ordinary Survey No. _____ Date _____
DATES of Surveys held while building as per Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought
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
Special Survey
while building from March to July 1869
in all eighteen visits.

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 forecabin with a house on deck for part of crew. She has a substantial Stringer fitted in lieu of Gold beams, same as in screw ships, 10" x 4" with three Angle Irons to ditto 3 1/2 x 3 x 1/4, 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 bilges, & three coats Red lead above
Ditto ditto Outside Three coats of Red lead primer, and Black paint on topsides.

I am of opinion this Vessel should be Classed B1
The amount of the Fee £ 4 : 0 : 0 is received by me,
Special £ 19 : 11 : 0
Certificate (if required) £ : :
Committee's Minute 17th August 1869
Character assigned B

This Iron built Schooner appears eligible for Classification as recommended above
Lloyd's Register
10/10/69