

IRON SHIPS.

Iron Report
no: 7279

18

No. 5622 Survey held at Genoa Date, first Survey _____ Last Survey _____
on the Iron screw steamer "Italia" Master Munro

Tonnage under 267.75 ONE, OR TWO DECKED THREE DECKED VESSELS.
Tonnage Deck 1410.10 Half moulded breadth
Ditto of Spar Deck 18.83 Depth from upper part of
or Awaiting Deck. Keel to top of Upper
Ditto of Poop, or Deck Beams
Raised Qr. Dk. Girth of Half Midship
Ditto of Houses on Deck Frames
Ditto of Forecastle 1st Number
Gross Tonnage 410.10 Length
Crew Space, as per Rule 18.83 2nd Number
Register Tonnage, cut on Beam... 260.04 4th Number
Engine Room 131.23 Breadths to Length
Register Tonnage, as a Steamer, cut on the Beam

Built at Genoa
When built 1869 Launched 10th July 1869
By whom built Scott & Co.
Owners Morie, Munro & Co.
Port belonging to Genoa
Destined Voyage Palermo
If Surveyed while Building, Afloat, or in Dry Dock
while building

Length on deck as per Rule 176.0 Feet. 176.0 Inches. 0 Breadth 22.8 Feet. 22.8 Inches. 0 Depth from top of Keel to Deck Beam 14.0 Feet. 14.0 Inches. 0 Power of Engines 60 Horse. 60 No. of Decks 0 No. of Tiers of Beams

Dimensions of Ship per Register, length, 175.4 breadth, 22.8 depth, 13.9

	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule	Inches in Ship	Inches required per Rule
Keel, <u>1</u> bar iron, depth and thickness <u>6 1/2 x 2 1/4</u>	<u>6 1/2</u>	<u>2 1/4</u>	<u>6 1/2</u>	<u>2 1/4</u>		
Do. if centre through plate, depth and thickness						
Stem, <u>1</u> bar iron, moulding and thickness <u>6 1/2 x 2 1/4</u>	<u>6 1/2</u>	<u>2 1/4</u>	<u>6 1/2</u>	<u>2 1/4</u>		
Stern-post do. do. do. <u>6 1/2 x 4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>		
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>21</u>	<u>21</u>		<u>21</u>			
Frames, size of Angle Iron, for <u>3</u> length amidships	<u>2</u>	<u>3</u>	<u>2 1/2</u>	<u>3 1/2</u>		
Do. for <u>1</u> at each end	<u>2 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>		
Reversed Frames, size of Angle Iron <u>to carry plating</u>	<u>2 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>		
Floors, depth and thickness of Floor Plate at mid line for half the length amidships <u>18</u>	<u>18</u>		<u>15 1/4</u>	<u>7 1/2</u>		
Do. at the ends <u>12</u>	<u>12</u>		<u>7 1/2</u>	<u>7 1/2</u>		
Do. do. do. at Bilge Keelson	<u>12 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>		
Do. height extended at the Bilges <u>to carry plating</u>	<u>12 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>		
Beams, Three Decked, Spar, or Awaiting Decked (No.) single or double Angle Iron, Plate or Tee Bulb Iron <u>6</u>	<u>6</u>		<u>5 1/2</u>	<u>5 1/2</u>		
Single or double Angle Iron on Upper edge <u>2 1/4</u>	<u>2 1/4</u>		<u>2 1/4</u>	<u>2 1/4</u>		
Average space <u>42 inches</u>	<u>42 inches</u>		<u>42 inches</u>	<u>42 inches</u>		
Beams, Upper or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron						
Single, or double Angle Iron, on Upper Edge ..						
Average space						
Beams, Lower Deck or Orlop (No.) single, or double Angle Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge....						
Average space						
Keelson Centre line, single or double plate, (No.) box or Intercoastal, size of Plates <u>21 1/2</u>	<u>21 1/2</u>		<u>19 1/2</u>	<u>7 1/2</u>		
Do. Bulb Plate to Intercoastal Keelson <u>6</u>	<u>6</u>		<u>5 1/2</u>	<u>5 1/2</u>		
Do. Size of Angle Irons <u>3 1/2</u>	<u>3 1/2</u>		<u>3 1/2</u>	<u>3 1/2</u>		
Do. Side Intercoastal Keelson, size of Plates ..						
Do. Angle Irons on tops of Floors <u>3 1/2</u>	<u>3 1/2</u>		<u>3 1/2</u>	<u>3 1/2</u>		
Do. Bilge Keelson, Bulb Iron <u>6</u>	<u>6</u>		<u>5 1/2</u>	<u>5 1/2</u>		
Do. with half <u>1</u> bar iron for <u>1</u> length amidships						
Do. Side Stringers (No.) size of Angle Irons						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.						
Knight-heads <u>and</u> Hawse Timbers <u>Iron</u>						
Windlass <u>Pall Bitt</u>						
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> Riveted through plates with (<u>3/4</u> in.) Rivets, about <u>6</u> inches apart.						
The Reverse Angle Irons on the floors extend across the middle line <u>to lower deck stringers & gunwale alternately</u>						
On all the Frames and to						
Keelsons <u>Are</u> the various lengths of Plates and Angle Irons properly connected? <u>By plate & angle iron</u> And are their butts properly shifted? <u>apart</u>						
Plates, Garboard, double or <u>Riveted</u> to Keel, double or <u>at upper edge</u> , with Rivets (<u>1/4</u> in.) diameter, averaging (<u>4 1/2</u> ins.) from centre to centre.						
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) from centre to centre.						
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps (<u>9/16</u>) thick, treble, double or single Riveted; with Rivets (<u>3/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre.						
Do. Edges from Bilge to Sheerstrake, worked clencher, double or single Riveted; with Rivets (<u>1/4</u> in.) diameter averaging (<u>3</u> ins.) from centre to centre.						
Do. Edges of Sheerstrake, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>						
Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps (<u>5/16</u>) thick, double or single Riveted; with Rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) apart from centre to centre. Breadth of laps in double Riveting (<u>4 1/2 inches</u>) Breadth of laps in single Riveting (<u>3 inches</u>)						
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>Double</u>						
Planksheer, how secured to the plating of the sides, { Explain by Sketch, } <u>Is fitted with Iron Lumber Waterways</u>						
Waterway " " planksheer and to the Beams, { if necessary. }						
Beams of the various Decks, how secured to the sides? <u>Beam ends turned down</u> No. of Breasthooks, <u>three</u> Crutches, <u>three</u>						
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Sheer Iron</u>						
Manufacturer's name or trade mark, <u>Henry Irons, Messrs Irons, Sheer Irons</u>						

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

Builder's Signature, (apt.) Scott & Co.Surveyor's Signature, (apt.) J. J. JonesLloyd's Register
Foundation

L720-44-0329

Workmanship.

Are 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 riveting 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 plate and punched from the faying surfaces? *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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

4279 Lm

Chain cables, anchors tested at Lloyd's Bureau in chain anchor Public Testing Company limited - Andrew Jackson

Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, No.	Weight, Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o . SAILS.	CABLES, &c.									
Fore Sails,	Chain	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
Fore Top Sails,	Chain	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
Fore Topmast Stay Sails	Hempen Stream Cable	60	5/8	4.12.2.0			2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
Main Sails,	Hawser	90	7/8		7/8		2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
Main Top Sails,	Towlines	90					2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
and Spare Sails	Warp						2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0
	All of good quality.						2169 8/16 23.6.1869 Stock	10.1.14	12.7.0.0	10.0.0

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 Patent Pumps* *Four lead good*

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements are there for deadlights in such for bad weather?

Coal Bunker Openings. How constructed? How are lids secured? How high above deck?

Scuppers, &c. What arrangements are there beyond the scuppers, on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways. How formed?

State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways. State size

Order for Special Survey No. *509* DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought *Specially arranged while building from March to July 1869 in all fifteen visits*
 Date *12 March 1869* Surveys held 2nd. On the plating during the progress of riveting
 Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid
 Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented
 No. *151* in builder's yard Section 18. 5th. After the ship was launched and equipped
Take if she has a Spar Deck - No Prop - Bulk n 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 port of crew. She has a substantial stringer fitted in line of hold beams, same as in screw steamer 'Buena', Report No. 5879 10 x 16 with three angle iron to ditto 3 1/2 x 3 x 16; two at back united to remove frames and one at front.

In what manner are the surfaces preserved from oxidation? Inside *Portland cement between the floor, outside to upper part of bilge - three coats Red lead above*
Outside - three coats of red lead paint, & black paint on top side.

I am of opinion this Vessel should be Classed *A1*

The amount of the Entry Fee£ 4: " : " is received by me,

Travelling Expenses (if any)£ " : " : "

Special£ 19 : " : "

Certificate " : " : "

Committee's Minute *TUES 1 SEP 1896* 18

Character assigned



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