

IRON SHIPS.

Iron Report
no: 7279

No. 5623 Survey held at Genoa Date, first Survey _____ Last Survey _____
on the Iron Screw Steamer "Italia" Master Munro

Tonnage under Tonnage Deck } <u>267.75</u>	ONE, OR TWO DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Genoa</u>
Ditto of Spar Deck } <u>111.33.06</u>	Half moulded breadth	Half Moulded Breadth	When built <u>1869</u> Launched <u>10th July 1869</u>
Ditto of Poop, or Raised Qr. Dk. } _____	Depth from upper part of Keel to top of Upper Deck Beams	Total Depth of three or more Decks	By whom built <u>Scott & Co.</u>
Ditto of Houses on Deck } <u>9.29</u>	Girth of Half Midship Frame	Total Girth of Half Midship Frame	Owners <u>Morie, Munro & Co.</u>
Ditto of Forecastle _____	1st Number	3rd Number	Port belonging to <u>Genoa</u>
Gross Tonnage <u>410.10</u>	Length	Length	Destined Voyage <u>Palermo</u>
Crew Space, as per Rule } <u>18.83</u>	2nd Number	4th Number	If Surveyed while Building, Afloat, or in Dry Dock
Register Tonnage, cut on Beam . . . } <u>260.04</u>	Depths to Length	Breadths to Length	<u>While building</u>
Engine Room _____			
Register Tonnage, as a Steamer, cut on the Beam } <u>121.23</u>			

Length on Deck as per Rule } <u>176</u>	Feet. Inches. <u>176</u>	Feet. Inches. <u>228</u>	Depth from top of Keel to Deck Beam <u>139</u>	Feet. Inches. <u>14</u>	Power of Engines, <u>60</u>	Horse. <u>200</u>	No. of Decks, <u>0/11</u>	No. of Tiers of Beams _____
Dimensions of Ship per Register, length, <u>175</u> breadth, <u>228</u> depth, <u>139</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</u>	Inches required per Rule. <u>2 1/4</u>	Flat Keel Plates, breadth and thickness	<u>3 1/2</u>	Inches in Ship. <u>9/16</u>	16ths. In Ship. <u>24</u>	Inches required per Rule. <u>9/16</u>
Do. if centre through plate, depth and thickness	<u>6 1/2 x 2 1/4</u>	<u>6 1/2</u>	<u>2 1/4</u>	Plates in Garboard Strakes, breadth and thickness	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Stem, <u>bar iron</u> , moulding and thickness	<u>6 1/2 x 4 1/2</u>	<u>6 1/2</u>	<u>4 1/2</u>	Do. from Garboard to upper part of Bilges	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</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>	Do. of doubling at Bilge, or increased thickness, and length applied	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>	<u>21</u>	Do. from upper part of Bilge to lower edge of Sheerstrake, breadth and thickness	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Frames, size of Angle Iron, for <u>3</u> length amidships	<u>2</u>	<u>2</u>	<u>5/16</u>	Do. of doubling at Sheerstrake, and length applied	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Do. for <u>1/2</u> at each end	<u>2</u>	<u>2</u>	<u>5/16</u>	Butt Straps to outside plating, breadth and thickness	<u>8 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Reversed Frames, size of Angle Iron <u>to carry plating</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	Lengths of Plating	<u>68</u>	<u>7/16</u>	<u>25 1/2</u>	<u>9/16</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>18</u>	<u>18</u>	<u>7/16</u>	Shifts of Plating, and Stringers	<u>12</u>	<u>5/16</u>	<u>8 1/4</u>	<u>7/16</u>
Do. at the ends	<u>12</u>	<u>12</u>	<u>7/16</u>	Gunwale Plate, on ends of Awning, or Spar Deck Beams, breadth and thickness	<u>12</u>	<u>5/16</u>	<u>8 1/4</u>	<u>7/16</u>
Do. <u>at Bilge Keelson</u>	<u>12</u>	<u>12</u>	<u>7/16</u>	Angle Iron on ditto	<u>12</u>	<u>5/16</u>	<u>8 1/4</u>	<u>7/16</u>
Do. <u>height extended at the Bilges</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/16</u>	Tie Plates (fore and aft), outside Hatchways	<u>12</u>	<u>5/16</u>	<u>8 1/4</u>	<u>7/16</u>
Beams, Three Decked, Spar, or Awning Decked (No.) single or double Angle Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>	<u>5/16</u>	Diagonal Tie Plates on Beams (No. of Pairs,)	<u>12</u>	<u>5/16</u>	<u>8 1/4</u>	<u>7/16</u>
Single or double Angle Iron on Upper edge	<u>2 1/4</u>	<u>2 1/4</u>	<u>5/16</u>	Planksheer material and scantling	<u>3 1/2</u>	<u>9/16</u>	<u>24</u>	<u>9/16</u>
Average space	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	Waterways do. do. <u>Iron Lutter</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Beams, Upper or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>10</u>	<u>10</u>	<u>5/16</u>	Flat of Deck do. do. <u>Yellow pine</u>	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Single, or double Angle Iron, on Upper Edge	<u>2 1/4</u>	<u>2 1/4</u>	<u>5/16</u>	How fastened to Beams <u>By screw bolts & nuts from above</u>	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Average space	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	Stringer Plate on ends of Upper or Middle Deck Beams, breadth and thickness	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Beams, Lower Deck or Orlop (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	<u>10</u>	<u>10</u>	<u>5/16</u>	Angle Irons on ditto (No.)	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Single or double Angle Iron on Upper Edge	<u>2 1/4</u>	<u>2 1/4</u>	<u>5/16</u>	Tie Plates, outside Hatchways	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Average space	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	<u>4 1/2 inches</u>	Diagonal Tie Plates on Beams (No. of pairs,)	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Keelson Centre line, single or double plate, (No.) <u>box on Intercoastal</u>	<u>21 1/2</u>	<u>21 1/2</u>	<u>7/16</u>	Waterways materials and scantlings	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. <u>Box on Intercoastal</u>	<u>6</u>	<u>6</u>	<u>5/16</u>	Flat of Deck do. do.	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Bulb Plate to Intercoastal Keelson	<u>3 1/2</u>	<u>3 1/2</u>	<u>5/16</u>	How fastened to Beams <u>By screw bolts & nuts from above</u>	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	<u>5/16</u>	Stringer Plates on ends of Lower Deck or Orlop Deck Beams	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Side Intercoastal Keelson, size of Plates	<u>3 1/2</u>	<u>3 1/2</u>	<u>5/16</u>	Angle Irons on ditto (No.)	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Angle Irons on tops of Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>5/16</u>	Stringer or Tie Plates, outside Hatchways	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Bilge Keelson, Bulb Iron	<u>6</u>	<u>6</u>	<u>5/16</u>	Flat of Deck	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. <u>with half iron for Angle Irons</u>	<u>6</u>	<u>6</u>	<u>5/16</u>	Ceiling betwixt Decks, thickness and material <u>Common iron 1/2</u>	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Do. Side Stringers (No.) size of Angle Irons	<u>6</u>	<u>6</u>	<u>5/16</u>	Do. in <u>hold flat American Rock Elm Alled pine</u>	<u>10</u>	<u>10</u>	<u>18 3/4</u>	<u>7/16</u>
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.				Clamps or Spirketting	<u>3 1/4</u>	<u>3 1/4</u>	<u>3 1/4</u>	<u>3 1/4</u>
Knight-heads <u>and</u> Hawse Timbers <u>Iron</u>				Main piece of Rudder, diameter at head	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Windlass _____ Pall Bitt _____				Do. do. at heel	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</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.				(Can the Rudder be unshipped afloat? <u>No</u>)				
The Reverse Angle Irons on the floors extend across the middle line <u>to lower deck stringers & to gunwale alternately</u>				Bulkheads No. <u>None</u> Thickness of _____				
On all the Frames and to _____				Do. Height up <u>to top of upper deck and one to cabin ceiling</u>				
Keelsons <u>Are the various lengths of Plates and Angle Irons properly connected? <u>By plate & angle iron</u></u> And are their butts properly shifted?				Do. How secured to the sides of the ship <u>By</u>				
Plates, Garboard, double or _____ Riveted to Keel, double or _____ at upper edge, with Rivets (<u>1/4</u> in.) diameter, averaging (<u>4 1/2</u> ins.) from centre to centre.				Do. Size of Vertical Angle Irons, <u>2 1/2 x 5/16</u> and their distance apart,				
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. Are the outside Plates doubled two spaces of Frames in length?				
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>3/4</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>9/16</u>) thick, double or single Riveted; with Rivets (<u>3/4</u> in.) diameter, averaging (<u>3</u> ins.) 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 Lutter 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>Union Iron Works, Massena Iron Works, Sheer Iron Works</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. Jones



IRON 4-0327

Workmanship. Are the ^{edges or butts of the plating} plates of ^{at least 5/16 times the diameter of the rivets in double riveted ships and butts, and at least 1/2 times the diameter of the rivets where single riveting is adopted?} 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 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

No.	Number for equipment	SAILS, CABLES, &c.	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.
		23.69 2.112 23.6/1869	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	23.69 2.112 23.6/1869	8.2.8	10.14.0.0	10.0.0.0	12.0.0.0
		Chain	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	Bowers	10.1.14	12.7.0.0	10.0.0.0	12.6.0.0
		(State Machine where Tested, and name of Superintendent.)	105	1 1/2	22.15.0.0	1 1/2	22.15.0.0	23.69 2.112 23.6/1869	2.1.16	12.8.0.0	8.2.0.0	10.12.0.0
		Public Chain anchor testing machine Chester	60	5/8	4.12.2.0			Stream	10.1.23			
		Hempen Stream Cable	90	7/8				Public Chain anchor testing machine Chester	2.1.16			
		Hawser	90	7/8				Stream 35	3.2.26	6.5.0.0	4.3.0.0	
		Towlines	90	7/8				23.6/1869	0.3.26			
		Warp						147.23.6.1869	1.3.16	4.5.0.0	2.1.0.0	
		All of good quality.						Kedges	0.2.1		1.0.0.0	
									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 good 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? How high above deck?

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? State size

What arrangement for shifting beams? State size

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 surveyed while building from March to July, 1869 in all fifteen visits
2nd. On the plating during the progress of riveting
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 or cemented
5th. After the ship was launched and equipped
 Date 12 March 1869 Surveys held as per
 Order for Ordinary Survey No. while building
 Date as per
 No. 51 in builder's yard Section 18. Take if she has a Spar Deck - no Prop - Bulk & 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 steamer 'Succia', Report No. 5879 10 x 1/16 with three angle iron to ditto 3 1/2 x 3 x 1/16; two at back united to remove frames and one at front.

In what manner are the surfaces preserved from oxidation? Inside Purple and cement between the floor, outside to upper part of bilge & three coats Red lead on side - 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 " : " : "

(sgd.) H. J. Bards

Committee's Minute TUES 1 SEP 1896 18

Character assigned _____

