

IRON SHIPS.

No. 9707 Survey held at London Date October 5th 1869
 on the Maigue Arrigo Master A. Ronaldson
 Tonnage under tonnage deck 499.33 Built at London When built 1869 Launched 21st Sept
 Ditto of quarter deck 24.30 By whom built Thompson & Co Owners J. H. P. P. P.
 Ditto of forecastle, or other erections on upper deck 13.99
 Ditto of spar deck -
 Ditto of engine room -
 Gross tonnage, 539.04 Port belonging to Shoreham Destined Voyage to India
 crew space 27.58
 Total Register tonnage, 518.04
 as cut on beam -
 Surveyed while Building, Afloat, or in Dry Dock -

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
(Dimensions of Ship per Register, length <u>144.5</u> breadth <u>26.1</u> depth <u>17.35</u>)											
Keel, if bar iron, depth and thickness			Inches in Ship.			Inches required per Rule.			Plates in Garboard Strakes, breadth and thickness		
„ if plate iron, breadth and thickness			<u>4 x 2 1/2</u>			<u>4 x 2 1/2</u>			Ditto from Garboard to upper part of Bilges		
Stem, if bar iron, moulding and thickness			<u>4 x 2 1/2</u>			<u>4 x 2 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		
„ if plate iron, breadth and thickness			<u>4 x 2 1/2</u>			<u>4 x 2 1/2</u>			„ from 3/4ths depth of Hold to lower edge of Sheerstrake		
Stern-post, if bar iron, moulding and thickness			<u>4 x 2 1/2</u>			<u>4 x 2 1/2</u>			„ Sheerstrake, breadth and thickness		
„ if plate iron, breadth and thickness			<u>4 x 2 1/2</u>			<u>4 x 2 1/2</u>			Butt Straps to outside plating, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft			<u>21</u>			<u>21</u>			Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Frames, Size of Angle Iron, single or double			<u>3 1/2 x 2 3/4</u>			<u>3 1/2 x 2 3/4</u>			Angle Iron on ditto		
„ Reversed Iron, if to every frame or every frame			<u>2 3/4 x 2 1/2</u>			<u>2 3/4 x 2 1/2</u>			Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
Floors, depth and thickness of Floor Plate at mid line			<u>18 1/2 x 4</u>			<u>18 1/2 x 4</u>			Diagonal Tie Plates on ditto		
„ Ditto ditto at Bilge Keelson			<u>18 1/2 x 4</u>			<u>18 1/2 x 4</u>			Planksheer, materials and scantlings		
„ Size of Reversed Angle Iron, and No. at top of Floor Plate			<u>3 1/2 x 2 3/4</u>			<u>3 1/2 x 2 3/4</u>			Waterway ditto ditto		
Beams, Deck (Nº. <u>37</u>) double Angle Iron, Plate, Tee, or Bulb Iron			<u>4 x 7/11</u>			<u>4 x 7/11</u>			Flat of Upper Deck, thickness and material		
„ double or single Angle Iron, on edge			<u>2 3/4 x 2 1/2</u>			<u>2 3/4 x 2 1/2</u>			„ how fastened to Beams		
„ average space between			<u>3 ft 6 in</u>			<u>3 ft 6 in</u>			Ceiling betwixt Decks and in Hold, thickness and material		
„ Hold, or Lower Deck (Nº. <u>26</u>) double Angle, Tee, Plate, or Bulb Iron			<u>4 x 7/11</u>			<u>4 x 7/11</u>			Clamps or Spirketting ditto		
„ double or single Angle Iron, on edge			<u>2 3/4 x 2 1/2</u>			<u>2 3/4 x 2 1/2</u>			Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
„ average space between			<u>3 ft 6 in</u>			<u>3 ft 6 in</u>			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron			<u>4 x 7/11</u>			<u>4 x 7/11</u>			Stringers in Hold		
„ Engine			<u>4 x 7/11</u>			<u>4 x 7/11</u>			Flat of Lower Deck, thickness and material		
Keelson, single or double plate, box, or intercostal			<u>28 x 4</u>			<u>28 x 4</u>			Main piece of Rudder, diameter at head		
„ Size of Plates			<u>11 x 7/11</u>			<u>11 x 7/11</u>			„ at heel		
„ Size of Angle Irons			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			(Can the Rudder be unshipped afloat)		
„ Side, single or double, plate, box, or intercostal			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			Bulkheads, Nº. <u>1</u> Thickness of <u>5/16</u> Plate		
„ Bilge (No. <u>1</u>) at each Bilge, single, or double, plate, or box			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ Height up to deck		
Transoms, material, or, if none, in what manner compensated for			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ how secured to the sides of the ship		
Knight-heads, and Hawse Timbers			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ size of vertical angle irons and their distance apart		
The Frames extend in one length from <u>keel</u> to <u>gunwale</u>			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
The reverse angle irons on the floors extend in one length across the middle line from <u>keel</u> to <u>gunwale</u>			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ „ „ on the frames „ „ „ from <u>keel</u> to <u>gunwale</u>			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Keelson, how are the various lengths of plates or angle irons connected?			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Plates, Garboard, double or rivetted to keel, double or			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ Butts from Keel to turn of bilge, worked carvel with butt straps (<u>10 x 9</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>10 x 9</u>) thick, or clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>single</u> At lower edge <u>single</u>			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
„ Butts from bilge to planksheers, worked carvel with butt straps (<u>10 x 9</u>) thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 3/4</u> in.) apart.			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Planksheer, how secured to the plating of the sides			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Waterway „ „ planksheer and to the Beams			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Deck Beams, how secured to the side?			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Hold or Lower Deck ditto			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Paddle „ „			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Manufacturer's name or trade mark			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
We certify that the above is a correct description of the several particulars therein given.			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Builder's Signature <u>Thompson & Co</u>			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		
Surveyor's Signature			<u>4 1/2 x 3</u>			<u>4 1/2 x 3</u>			„ rivetted through plates with (<u>3/8</u> in.) rivets, about (<u>6 in</u>) apart.		

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? Long 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? None

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.

See tracing of sections and particulars appended

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.	W'ght req'd per Rule.	Test req'd per Rule.
Complete Sails	Fore Sails,	Chain	.....	240	1 1/2	3 1/4	1 1/2	3 1/4	Bowers	.....	18.0	4.19.2.0.24	18	-
	Fore Top Sails,	Chain	.....	40	2	-	-	-	Stream	.....	18.3	14.19.15.14	18	-
	Fore Topmast Stay Sails	Hempen Stream Cable	.....	90	1 1/2	-	-	-	Kedges	.....	15.2	14.17.0.3.24	15	1.5
	Main Sails,	Hawser	.....	90	9	-	-	-						
	Main Top Sails,	Towlines	.....	90	9	-	-	-						
and		Warp	.....	90	5 1/2	-	-	-						
		All of	best quality.	90	5 1/2	-	-	-						
Her Standing and Running Rigging is <u>complete</u> sufficient in size and <u>new</u> in quality.														
She has <u>Life</u> Boat and <u>Stiff</u> and a <u>Gun</u>														
The present state of the Windlass is <u>good</u> Capstan <u>good</u> and Rudder <u>Complete</u> Pumps <u>2 in Red path</u>														

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under

No. 2231 Surveys held 2nd. On the plating during the progress of rivetting 4 Surveyed 1869, May 29

Date 25th June 1869 while building 3rd. When the beams were in and fastened, and before the decks were laid 1.3.6.8.10.12.15.17.19.22.24.26

Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated July 2.6.8.14.16.21.27. Aug 2.6.11.

No. _____ Section 18. 5th. After the ship was launched 25. Sep 1.4.9.15.23.24 Oct 2

Date _____

State if she has a Spar Deck Half Poop Anchor or Forecastle

General Remarks,

The skin plating of this vessel is double rivetted throughout, and the deck stringer a bare 9 inches wider than the requirements of the rule. The piece plate on top of main keelson, in my opinion fully makes up the 10 of an inch wanted in the thickness of intercostal plate. Having likewise an extra bulk plate at bilge keelson for about half the length amidships. She is well and efficiently finished in Hull and paint decks.

Thirty fathoms of the above mentioned chain is the quantity now received to in my belief of the 10, as having been formerly supplied to the "Hawke" 9579.

In what manner are the surfaces preserved from oxidation? Inside One paint and Tallow and Cam

Ditto ditto Outside do

I am of opinion this Vessel should be Classed A

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

Special£ 25 : 18 : :

Certificate (if required)£ : : : :

Committee's Minute 8th October 1869

Character assigned A

Survey of opinion this Sailing Vessel built of Iron is eligible for Classification as recommended above.

Lloyd's Register