

7426 IRON SHIPS.

Survey held at Hartlepool Date 14th June to 11th October 1869
Thra Master Brigantine "Marquesa" Master Antonio de Uribe
 Tonnage under tonnage deck 263.55
 Ditto of quarter deck 10.09
 Ditto of poop, fore-castle, or other erections on upper deck }
 Ditto of engine room }
 Gross tonnage, less crew space } 202.44
 Total Register tonnage, as out on beam } 202.44
 Built at Hartlepool When built 1869 Launched 6th October
 By whom built Wishy Alexander & Co Owners Antonio de Uribe & Co
 Port belonging to Bilbao Destined Voyage Bilbao
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 110 Feet. 4 Inches. Extreme Breadth 25 Feet. 1 Inches. Depth from top of Upper Deck Beam to top of Floor } 14 Feet. 4 Inches. Power of Engines - Horse. No. of Decks One

(Dimensions of Ship per Register, length 114.7 breadth 25.2 depth 13.8)

	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		
	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	
Keel, if bar iron, depth and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	Plates in Garboard Strakes, breadth and thickness	32	0 1/16	24	0 1/16
„ if plate iron, breadth and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	Ditto from Garboard to upper part of Bilges..	7 1/16		7 1/16	
Stem, if bar iron, moulding and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold	6 1/16		6 1/16	
„ if plate iron, breadth and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	„ from 3/4ths depth of Hold to lower edge of Sheerstrake	5 1/16		5 1/16	
Stern-post, if bar iron, moulding and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	„ Sheerstrake, breadth and thickness	27	7 1/16	24	7 1/16
„ if plate iron, breadth and thickness	6 1/4	2	6 1/4	2	6 1/4	2	6 1/4	2	Butt Straps to outside plating, breadth and thickness	8 1/2	2 1/16	7	2 1/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	19	6 1/16	10	6 1/16
Frames, Size of Angle Iron, single or double	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2	Angle Iron on ditto	5	3	3	3
„ Reversed Iron, if to every frame or every frame	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	9 1/2	6 1/16	9	6 1/16
Floors, depth and thickness of Floor Plate at mid line	16	x	16	x	16	x	16	x	Diagonal Tie Plates on ditto	9 1/2	6 1/16	9	6 1/16
„ Ditto ditto at Bilge Keelson	8	x	8	x	8	x	8	x	Planksheer, materials and scantlings				
„ Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	Waterway ditto ditto	2 1/2	4 1/16	2 1/2	4 1/16
Beams, Deck (No. 32) double Angle Iron, Plate, Tee, or Bulb Iron	6 1/2	x	6	x	6	x	6	x	Flat of Upper Deck, thickness and material	5 1/16	13	-	-
„ double or single Angle Iron, on edge	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	„ how fastened to Beams	5 1/16	13	-	-
„ average space between	3 ft. 6 in.		3 ft. 6 in.		3 ft. 6 in.		3 ft. 6 in.		Ceiling betwixt Decks and in Hold, thickness and material	2 1/2	Pine	-	-
„ Hold, or Lower Deck (No. 11) double Angle, Tee, Plate, or Bulb Iron	6 1/2	x	6	x	6	x	6	x	Clamps or Spirketting ditto				
„ double or single Angle Iron, on edge	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	14	6 1/16	14	6 1/16
„ average space between	7 ft.		7 ft.		7 ft.		7 ft.		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	3 x 3	6 1/16	3 x 3	6 1/16
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									Stringers in Hold				
„ Engine									Flat of Lower Deck, thickness and material	3 1/2		3 1/2	
Keelson, single or double plate, box, or intercostal									Main piece of Rudder, diameter at head	2		2	
„ Size of Plates	11	1	10 3/4	1	10 3/4	1	10 3/4	1	„ at heel	2		2	
„ Size of Angle Irons	4	3	3	3	3	3	3	3	(Can the Rudder be unshipped afloat?)				
„ Side, single or d'ble, plate, box, or intercostal									Bulkheads, No. One Thickness of	4 1/16		4 1/16	
„ Bilge (No. me) at each Bilge, single, or double, plate, or box	3	3	3	3	3	3	3	3	„ Height up Main Deck				

Transoms, material Plate or, if none, in what manner compensated for. „ how secured to the sides of the ship to double frames

Knight-heads, and Hawse Timbers Sea „ size of vertical angle iron 2 1/2 x 3/4 and their distance apart 30 inches

The Frames extend in one length from Keel to gunwale rivetted through plates with (5/10 in.) rivets, about (5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of bilge to go.

„ „ „ on the frames „ „ „ from mm to mm

Keelson, how are the various lengths of plates or angle irons connected? butts shifted - strapped & rivetted

Plates, Garboard, double with 1 in. rivets spaced 3/4 apart rivetted to keel, double at at upper edge, with rivets (3/4 ins.) diameter, averaging (2 1/4 in.) apart.

„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (5/10 in.) diameter, averaging (2 1/4 in.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (8 1/2 x 7/6) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 in.) 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 (5/10 in.) diameter, averaging (2 1/4 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 to bulwark At lower edge Double

„ Butts from bilge to planksheers, worked carvel with butt straps (7 1/2 x 6 x 5/16) thick, double or single rivetted; with rivets (5/10 in.) diameter, averaging (2 1/4 in.) apart. Breadth of laps in double rivetting (3 3/4) Breadth of laps in single rivetting (2 1/4)

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 } Gutter waterway
 Waterway „ „ planksheer and to the Beams { if necessary. }

Deck Beams, how secured to the side? Beam ends turned & throes welded

Hold or Lower Deck ditto Same as Deck
 Paddle „ „ „ No. of breasthooks Three crutches Two
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark W. & A. Scott & Co. Hartlepool
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Wishy Alexander & Co Surveyor's Signature S. P. Gladstone

7426 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 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 in one

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivets well and sufficiently countersunk in the outer plate? All through

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 rivetting, quality of Materials, and if stamped with Maker's name.

Tested at Liverpool 7th + 14th Aug 1869 M. P. Pease Superintendent

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One complete Suit of good Sails.

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.
Fore Sails,	Chain	105	1 7/16	25-10-0	1 2/16	22 3/4	Bowers	3	12-0-21	14-0-0-0	10-0-0-0	12-0-0-0
Fore Top Sails,		105	1 7/16	22-15-0	1 2/16	22 3/4			10-0-9	12-1-2-0	10-0-0-0	12-0-0-0
Fore Topmast Stay Sails	Heaven Stream Cable	90	10 1/16		10 1/16		Stream	1	8-2-0	10-12-2-0	0-2-0	10-12-0-0
Main Sails,	Hawser	90	1 1/2		1 1/2				4-3-4		4-3-0	
Main Top Sails,	Towlines	90	7/4		7/4		Kedges	2	2-1-0		2-1-0	
and	Warp	160							1-0-1		1-0-0	
	All of <u>Good</u> quality.											

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality.

She has Two Good Long Boat and

The present state of the Windlass is Teak - Capstan One of Iron and Rudder Good Pumps 2 of Metal 5 in. Spindle through 3 1/2 in.

Order for Special Survey DATES of

No. 321 Surveys held

Date 10th June 1869 while building

Order for Ordinary Survey as per

No. _____

Date _____ 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 seen twice each week during building

State if she has a Spar Deck _____ Poop _____ or Forecastle Raised Deck

General Remarks, Has a raised deck aft. Frames all to the top height. Beams same as main deck, Stinger plates on beam ends 15 1/2 x 7/16, Angles on D. 3 x 3 x 7/16, Tie plates 9 x 7/16, Plating outside 7/16 Waterways 15 x 10 P. Pine + G. Oak. Deck 2 1/2 x 1/4 Pine.

Withy Alexander & Co.

In what manner are the surfaces preserved from oxidation? Inside Flat cemented with Portland cement, other

Ditto ditto Outside parts with Paints.

I am of opinion this Vessel should be Classed A

The amount of the Fee £ 3 : 0 : 0 is received by me,

Oct 1869 Special £ 14 : 2 : 0

Certificate (if required) £ :

Committee's Minute 15th October 1869

Character assigned B

A. P. Gladstone

I am of opinion this vessel is eligible for classification as recommended above.

Lloyd's Register of Shipping

See Secretary's letter dated 1st June 1869