

# IRON SHIPS.

No. 7929 Survey held at London Date, first Survey 1st May 1870 Last Survey 1st May 1870  
 on the Iron Screw Steamer "C. Italia" Master Domenico Copello  
 Tonnage under Tonnage Deck 1110.08  
 Ditto of Spar Deck, or Awaiting Deck 346.61  
 Ditto of Poop, or Raised Or. Dk. 41.61  
 Ditto of Houses on Deck 41.61  
 Ditto of Forecastle 41.61  
 Gross Tonnage 1598.30  
 Gross Space, as per Rule 1598.30  
 Register Tonnage, out on Beam 1134.84  
 Register Tonnage, as a Steamer, out on the Beam 1134.84  
 Built at London When built 1870 Launched 1st Jan. 1870  
 By whom built Wm. Dudgeon & Co. Owners Antonio Sesto  
 Port belonging to Genoa Destined Voyage River Plate  
 Surveyed while Building, Afloat, or in Dry Dock On the building slip in the Millwall Graving Dock and afloat.

Length afloat, <u>270</u>	Feet. Inches.	Extreme Breadth, <u>44</u>	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor, <u>17 1/2</u>	Feet. Inches.	Power of Engines, <u>240</u>	Horse.	Nº. of Decks, <u>Three</u>
Dimensions of Ship per Register, length, <u>270</u> breadth, <u>44</u> depth, <u>17 1/2</u>								
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule for 1000 tons Scale.		Plates in Garboard Strakes, breadth and thickness			
Do. if plate iron, breadth and thickness	<u>36 x 1/4</u>		<u>36 x 1/4</u>		Do. from Garboard to upper part of Bilges			
Stem, if bar iron, moulding and thickness	<u>8 1/2 x 3</u>		<u>8 1/2 x 3</u>		Do. from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold			
Do. if plate iron, breadth and thickness	<u>8 1/2 x 3</u>		<u>8 1/2 x 3</u>		Do. from 3/4ths depth of Hold to lower edge of Sheerstrake			
Stern-post, if bar iron, moulding and thickness	<u>8 1/2 x 3</u>		<u>8 1/2 x 3</u>		Do. Sheerstrake, breadth and thickness			
Do. if plate iron, breadth and thickness	<u>8 1/2 x 3</u>		<u>8 1/2 x 3</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>		Lengths and Shifts of Plating, Stringers and Tie Plates			
Frames, size of Angle Iron, single or double	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		Gunwale Plate on ends of Awaiting or Spar Deck, Beams, breadth and thickness			
Reversed Angle Iron Frames, size	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		Angle Iron on ditto			
Floors, depth and thickness of Floor Plate at mid line	<u>24 x 1/2</u>		<u>24 x 1/2</u>		Stringer or Tie Plates, outside Hatchways			
Do. do. do. at Bilge Keelson	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Diagonal Tie Plates on Beams (No. of Pairs, 6)			
Floors, size of reversed Angle Iron, and No. at top of Floor Plate	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		Planksheer material and scantling			
Beams, Awaiting or Spar Deck (No. of Pairs, 6)	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Waterways do. do.			
or double Angle Iron, Plate or Tee Bulb Iron	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Flat of Deck do. do.			
Single or double Angle Iron on Upper edge	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		How fastened to Beams			
average space between centres	<u>42</u>		<u>42</u>		Stringer Plate on ends of Upper or Middle Deck			
Beams, Upper or Middle Deck (No. of Pairs, 6)	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Beams, breadth and thickness			
or double Angle Iron, Plate or Tee Bulb Iron	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Angle Iron on ditto			
Single or double Angle Iron on Upper Edge	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		Stringer or Tie Plates, outside Hatchways			
average space between centres	<u>42</u>		<u>42</u>		Diagonal Tie Plates on Beams (No. of pairs, 6)			
Beams, Lower or Orlop (No. of Pairs, 6)	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Waterways materials and scantlings			
or double Angle Iron, Plate or Tee Bulb Iron	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Flat of Deck do. do.			
Single or double Angle Iron on Upper Edge	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		How fastened to Beams			
average space between centres	<u>42</u>		<u>42</u>		Stringer Plates on ends of Lower or Orlop Beams			
Keelsons, Centre line, single or double plate, or double Angle Iron, Plate or Tee Bulb Iron	<u>3 1/2 x 3</u>		<u>3 1/2 x 3</u>		Angle Iron on ditto			
Do. Size of Angle Irons	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Stringer or Tie Plates, outside Hatchways			
Do. Intermediate Intercoastal Keelson size of Plates	<u>22 x 1/2</u>		<u>22 x 1/2</u>		Flat of Deck			
Do. Angle Bars on top of Floors	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Ceiling between Decks, thickness and material			
Do. Bilge Keelson, Bulb Iron	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do. in hold do. do.			
Do. do. Angle Bars	<u>6 1/2 x 1/2</u>		<u>6 1/2 x 1/2</u>		Clamps or Spirketting			
Do. Side Stringers (No. of Pairs, 6)	<u>5 1/2 x 1/2</u>		<u>5 1/2 x 1/2</u>		Main piece of Rudder, diameter at head			
Angle Bars	<u>5 1/2 x 1/2</u>		<u>5 1/2 x 1/2</u>		Do. do. at heel			
Transoms, material iron plate or, if none, in what manner compensated for.	<u>8 x 1/2</u>		<u>8 x 1/2</u>		(Can the Rudder be unshipped afloat? <u>Yes</u> )			
Knight-heads <u>English Oak</u> Hawse Timbers <u>English Oak</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Bulkheads No. <u>5</u> Thickness of <u>3/4 in.</u>			
Windlass <u>of iron</u> Paul Bitt <u>not any</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do. Height up <u>to main deck</u>			
The Frames extend in one length from <u>keel</u> to <u>gunwale</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do. How secured to the sides of the ship <u>by double frames</u>			
The Reverse Angle Irons on the floors extend across the middle line <u>from Bilge to Bilge</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do. Size of Vertical Angle Irons <u>3 1/2 x 3 1/2</u> and their distance apart, <u>30 ins</u>			
On all the Frames and to <u>about 10 ins above main deck stringer plate and alternately by gunwale</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Riveted through plates with ( <u>1/2 in.</u> ) Rivets, about <u>7/4</u> apart.			
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		And are they properly shifted? <u>Yes</u>			
Plates, Garboard, double or <u>Riveted to Keel, double or</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		at upper edge, with Rivets ( <u>1/2 in.</u> ) diameter, averaging ( <u>4 1/2 ins.</u> ) apart.			
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Rivetted; with Rivets ( <u>1/2 in.</u> ) diameter, averaging ( <u>3 1/2 ins.</u> ) apart.	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do. Butts from Keel to turn of Bilge, worked carvel with butt straps ( <u>1 1/4 in.</u> ) thick, double or single Rivetted; with Rivets ( <u>1/2 in.</u> ) diameter averaging ( <u>3 1/2 ins.</u> ) apart.			
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps ( <u>1 1/4 in.</u> ) thick, double or single Rivetted; with Rivets ( <u>1/2 in.</u> ) diameter averaging ( <u>3 1/2 ins.</u> ) apart.	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>			
Do. Edges of Sheerstrake, double or single Rivetted. At upper edge <u>double</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		At lower edge <u>double</u>			
Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( <u>1 1/4 in.</u> ) thick, double or single Rivetted; with Rivets ( <u>1/2 in.</u> ) diameter, averaging ( <u>3 1/2 ins.</u> ) apart.	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Breadth of laps in double Rivetting ( <u>0 1/2 in.</u> ) Breadth of laps in single Rivetting ( <u>0 1/2 in.</u> )			
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Rivetted? <u>all double rivetted</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
Planksheer, how secured to the plating of the sides, <u>By nut and screw bolts of galvanised iron</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Explain by Sketch, if necessary.			
Waterway <u>By nut and screw bolts of galvanised iron</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
Beams of the various Decks, how secured to the sides? <u>By iron knees forged out of solid half iron rivetted frames</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
Paddle <u>all fore, and aft, connected at ends by</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		No. of Breasthooks, <u>and</u> Crutches, <u></u>			
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Shames Iron Works</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
Manufacturer's name or trade mark, <u>Shames Iron Works</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
<u>Shelton Bar Iron Works and Markes (rawshay) at</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
We certify that the above is a correct description of the several particulars therein given.	<u>8 x 1/2</u>		<u>8 x 1/2</u>					
Owner's Signature, <u>Mr. J. W. Dudgeon</u>	<u>8 x 1/2</u>		<u>8 x 1/2</u>		Surveyor's Signature, <u>J. J. Croker</u>			







7929 Iron  
**Workmanship.** Are the butts of plating planed or otherwise fitted? planed  
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  
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 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? not any

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.

State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 85ft 6in 3 1/2 in diam Bowsprit 33ft 6in 3 1/2 in diam



Sae and Main Masts and Bowsprit of iron 3 plates in the rigging 20 1/2 in diam 3 stiffeners in each of 7 in of 5 1/2 x 3 1/2 single riveted in the seams and double in butts. flash riveted throughout. Material of Shaffordshire Steel

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	310	1 1/2	55 1/2 tons	1 1/2	55 1/2 tons	Bowers ....	3122	30-1-6	28-17-0	30-0-0	28-12-0
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	3123	25-3-17	25-10-2	25-2-0	25-4-0
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/2	75 fms	1 1/2		Stream	3124	30-0-0	28-12-2	30-0-0	28-12-0
	Main Sails,	Hawser .....		9 1/2	75 fms	1 1/2		Kedges ....		6-0-15		6-0-0	
	Main Top Sails,	Towlines ....		6	75 fms	1 1/2				3-0-10		3-0-0	
		Warp .....		4	chain	6 1/2							
		All of quality.											

Her Standing and Running Rigging wire and hemp sufficient in size and good in quality. She has one Long Boat and two life boats four

The present state of the Windlass is good Capstans good and Rudder good Pumps 2 Main Bowsprit's Patent

Engine Room Skylights.—How constructed? Strong and efficient How secured in ordinary weather? by iron quadrants

What arrangements are there for deadlights in such for bad weather? of Oak fitted with Bulb Eyes well secured and protected with glass

Coal Bunker Openings.—How constructed? of plate iron 5 1/2 in thick How are lids secured? by iron bolts How high above deck? 6 in

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? one scup on each side in foreward

Cargo Hatchways.—How formed? of plate iron 1 1/2 in thick riveted to Beams State size 7 feet square and 10 ft 6 in x 7 ft 6 in

If extra ord size, state how framed and secured?

What arrangement for shifting beams?

Hatches of themselves, whether strong and efficient? they are both Main Hatchways.—State size 10 ft 6 in by 7 ft 6 in

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

Surveys held 2nd. On the plating during the progress of rivetting Special Survey

while building 3rd. When the beams were in and fastened, and before the decks were laid during the

Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated or cemented whole hull

No. 5th. After the ship was launched and equipped of hull and

Date Section 18.

General Remarks, This vessel is well built. The width of the sheer strake exceeds that required by Rule by seven inches and is double its whole depth, with 1 1/2 in plating for three fourths the length of the ship amidships.

The stringer plate on Orlop Beams, extending from fore Mast forward and from Main Mast aft, which is about 6 1/2 in too narrow is compensated for by having a fore and aft tie plate of 1 1/2 x 9/16 fitted on the top of the beams at the Quarter breadth of the vessel, and extending throughout the spaces wherein this deficiency in width exists.

Where the Orlop Beams are cut off in way of Engine and Boiler Room a butt-plate 8 x 9/16 is fitted between the side stringer angle irons, also an angle iron 5 x 3 x 9/16 is brought on the inner edge of the stringer plate, well riveted thereto and the whole extending beyond the bulkheads of Engine and Boiler Rooms. Beams have been fitted where it was practicable.

In all other respects she is built in accordance with the Drawings submitted and approved in July last and being fully equipped they recommend that she be classed as marked below

G.H.

In what manner are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paints for position and Paint

I am of opinion this Vessel should be Classed As 1st Spar deck'd

The amount of the Entry Fee .....£ 5 : : is received by me, G.H.

Special .....£ 57 : 15 : 15.70

Certificate .... 27 : 3 : 3

Committee's Minute 15<sup>th</sup> May 1870

Character assigned A 1

W.H.

This vessel is well built and is in accordance with the Drawings submitted and approved in July last and being fully equipped they recommend that she be classed as marked below

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15<sup>th</sup> May 1870

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