

IRON SHIP.

(Received at London) THURS 30 JUNE 1887

2347

No. 2347 Survey held at Penarth Date, First Survey November 12/84 Last Survey June 17th 1887
On the Iron S.S. "Albatros" 3rd class

TONNAGE under Tonnage Deck } 248.48	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master G. J. Elliott
Ditto of Third, Spar, or Awning Deck } Hatches 3.04	Half Breadth (moulded) 11.5	Built at Penarth
Ditto of Poop, or Raised Or. Dk. } 29.2	Depth from upper part of Keel to top of Upper Deck Beams ... 12.25	When built 1885 & 6 Launched May 23/84
Ditto of Hatches (on Deck) } 4.14	Girth of Half Midship Frames (as per Rule) ... 21.5	By whom built The Penarth Shipbuilding Co
Ditto of Forecastle } 15.09	1st Number 45.25	Owners Mr. J. A. Walker
Gross Tonnage } 341.36	1st Number, if a 3-Decked Vessel .. deduct 7 feet ✓	Residence 15 Gt. George St. Westminster
Less Crew Space } 19.47	Length 140	Port belonging to London
Less Engine Room } 120.14	2nd Number 6335	Destined Voyage Buenos Ayres
Net Tonnage (out on Beam) } 201.42	Proportions - Breadths to Length 6	If Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length - Upper Deck to Keel 11.4	
	Main Deck ditto	

LENGTH Feet. Inches. 140	BREADTH Feet. Inches. 23	DEPTH top of Floors to Upper Deck Beams 11	Feet. Inches. 2	Power of Engines 55	Horse.	No. of Decks with flat laid none	No. of Tiers of Beams
Dimensions of Ship per Register, length, 141.4	breadth, 23.4	depth, 10.9					

	Inches in Ship	Inches per Rule								
KEEL, depth and thickness	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8	4 x 1 1/8
FRAMES, Angle Iron, for 1/2 length amidships ...	3	3	3	3	3	3	3	3	3	3
BEAMS, Upper, Spar, or Awning Deck	4	2 1/2	6	4	2 1/2	6	4	2 1/2	6	4
BEAMS, Main, or Middle Deck	3	3	5	3	3	5	3	3	5	3
BEAMS, Lower Deck	3	3	5	3	3	5	3	3	5	3
KEELSONS Centre line, single or double plate, box, or intercostal, plates	10	8	10	8	10	8	10	8	10	8
BILGE Angle Irons	3	3	6	3	3	6	3	3	6	3
MIDDLE STRINGER Angle Irons	3	3	6	3	3	6	3	3	6	3
SIDE STRINGER Angle Irons	3	3	6	3	3	6	3	3	6	3

FRAMES extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6" apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to turn of bilge and to gunwale alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

Butts of One Strakes at Bilge for half length, double riveted with Butt Straps 1/6" thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for at the length of R & D. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 4 1/8 Breadth of laps of plating in single riveting 2 1/8

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 2 Crutches, 2

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Dowlais Iron Co

The above is a correct description.

Builder's Signature, For the Penarth Shipbuilding Co
Surveyor's Signature, G. J. Hindmarsh
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses - as distinguished from diminished thickness at ends of frames.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Workmanship. Are the butts of plating planed or otherwise fitted? *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*
 Are the fillings between the ribs and plates solid single pieces? *Yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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 Material, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT	SAILS.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
							Bower Anchors	Stream Anchor					
6068 f	Chain	166	1"	18 x 27 tons	165 Epi								
	Fore Sails,	8403	9045	8613, 9044			10304	1	4.2.0	9.13.3.0	4.1.0		
	Fore Top Sails,	45 1/2	7/8	8 1/2 x 12 1/2 tons	45 of 1/16		10303	1	4.1.1 1/4	9.11.2.4	4.1.0		
	Fore Topmast Stay Sails,	75	7/2		45 of 1/2		10302	2	14.3.1 1/4		14.2.0		
	Main Sails,	90	5 1/2		90.5 1/2			1	2.1.4	4.14.2.0	2.1.0		
	Main Top Sails, and	90	5 1/2					1	1.0.0		1.0.0		

Standing and Running Rigging *Wire and Manila* sufficient in size and *good* in quality. She has *One* Long Boat and *One* life boat
 The Windlass is *of iron (Fisher's)* Capstan *✓* and Rudder *good* Pumps *good*
 Engine Room Skylights.—How constructed? *of iron* How secured in ordinary weather? *✓*
 What arrangements for deadlights in bad weather? *Bulls eyes in the iron casing (no woodwork)*
 Coal Bunker Openings.—How constructed? *of Wt. iron* How are lids secured? *hatches battened* Height above deck? *6 ft 6 inches*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3. Washports, 3 scuppers, and 2 mooring pipes on each side of main deck*
 Cargo Hatchways.—How formed? *Wrought iron comings 3 ft high*
 State size Main Hatch *22 ft 6 in x 9 ft* Forehatch *✓* *after* Quarterhatch *19 ft 3 in x 9 ft*
 If of extraordinary size, state how framed and secured? *Two Web plates and one fore and after in main hatch*
 What arrangement for shifting beams? *One " " " " after*
 Hatches, If strong and efficient? *Yes. Solid*

Order for Special Survey No. *33*
 Date *24/9/84*
 Order for Ordinary Survey No. *✓*
 Date *✓*
 No. *4* in builder's yard.
 State dates of letters respecting this case *19/6/84 2/12/84*
 1st. On the several parts of the frame, when in place, and before the plating was wrought } *Build under Special Survey and Survey*
 2nd. On the plating during the process of riveting } *in all stages of construction between*
 3rd. When the beams were in and fastened, and before the decks were laid... } *November 12/84 and Jan 5/85*
 4th. When the ship was complete, and before the plating was finally coated or cemented... }
 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.)
This vessel has been built in accordance with the approved plans attached and in other respects in accordance with the Rules. The material is good and the workmanship satisfactory. The fore peak tank tested as per Rule and found satisfactory.

State if one, two, or three-decked vessel, or if spar, or running-decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form)
 How are the surfaces preserved from oxidation? Inside *paint & cement* Outside *paint*
 I am of opinion this Vessel should be Classed *100A1*
 The amount of the Entry Fee£ *2* is received by me, *ACB*
 Special£ *14* per *7/7/1887*
 Certificate ...
 (Travelling Expenses, if any, £ *18/6*)
 Committee's Minute *FRIDAY 1 JULY 1887*
 Character assigned *100A1*
LADCP 1 Dabron
 Surveyor to Lloyd's Register of British and Foreign Shipping
 Lloyd's Register Foundation