

IRON SHIP.

(Received at London) THURS 30 JUNE 1887

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
Master G. I. Elliott
Built at Penarth
When built 1885 & 6 Launched May 23/84
By whom built The Penarth Shipbuilding Co.
Owners Mr. J. A. Walker
Residence 15 St. George's St. Westminster
Port belonging to London
Destined Voyage Buenos Ayres
If Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck 248.48
Ditto of Third, Spar, or Awning Deck 13.04
Ditto of Poop, or Raised, or Dk. 29.2
Ditto of Hatches 4.08
Ditto of Forecastle 15.09
Gross Tonnage 341.36
Less Crew Space 19.47
Less Engine Room 120.14
Ditto Tonnage cut on Beam 201.42

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 11.5
Depth from upper part of Keel to top of Upper Deck Beams 12.25
Girth of Half Midship Frame (as per Rule) 21.5
1st Number 45.25
1st Number, if a 3-Decked Vessel deduct 7 feet ✓
Length 140
2nd Number 6335
Proportions— Breadths to Length 6
Depths to Length— Upper Deck to Keel 11.4
Main Deck ditto

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
140		23		11	2	11	9	55	55	none	7 as approved
Dimensions of Ship per Register, length, 141.4 breadth, 23.4 depth, 10.9											
KEEL, depth and thickness	4 x 1 1/8	4 x 1 1/8	6 1/4 x 3 1/4	6 1/4 x 3 1/4	21	21					
PLATES, moulding and thickness	4 x 1 1/8	4 x 1 1/8	6 1/4 x 3 1/4	6 1/4 x 3 1/4	21	21					
STERN-POST for Rudder do. do.	6 1/4 x 3 1/4	6 1/4 x 3 1/4	6 1/4 x 3 1/4	6 1/4 x 3 1/4	21	21					
" " for Propeller	6 1/4 x 3 1/4	6 1/4 x 3 1/4	6 1/4 x 3 1/4	6 1/4 x 3 1/4	21	21					
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21					
FRAMES, Angle Iron, for 1/2 length amidships	3	3	6	3	3	6					
Do. for 1/4 at each end	3	3	5	3	3	5					
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5					
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	13	6	13	6	5	5					
" thickness at the ends of vessel	4	5	6 1/2	26							
" depth at 1/4 the half-bdth. as per Rule	28	26									
" height extended at the Bilges	4	2 1/2	6	4	2 1/2	6					
BEAMS, Upper, Spar, or Awning Deck	4	2 1/2	6	4	2 1/2	6					
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge	21	21									
Average space											
BEAMS, Main, or Middle Deck											
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron											
Single, or double Angle Iron, on Upper Edge											
Average space											
BEAMS, Lower Deck											
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper Edge											
Average space											
BEAMS, Hold, or Orlop											
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper Edge											
Average space											
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	10	8	10	8							
" Rider Plate	6 1/2	8	6 1/2	8							
" Bulb Plate to Intercoastal Keelson	3	3	6	3	3	6					
" Angle Irons											
" Double Angle Iron Side Keelson											
" Side Intercoastal Plate											
" do. Angle Irons											
" Attached to outside plating with angle iron											
BILGE Angle Irons	3	3	6	3	3	6					
" do. Bulb Iron for half length	5 1/2	5	5 1/2	5							
" do. Intercoastal plates riveted to plating for length											
BILGE STRINGER Angle Irons											
Intercoastal plates riveted to plating for length											
IDE STRINGER Angle Irons	3	3	6	3	3	6					

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 1/4 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 1/2 Breadth of laps of plating in single riveting 2 1/2
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, Doullais Iron Co.

The above is a correct description.
Builder's Signature, For the Penarth Shipbuilding Co. Surveyor's Signature, G. I. Hindmarsh
Ship regd. S. & L. P. Hindmarsh
Surveyor to Lloyd's Register of British and Foreign Shipping.

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		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.
SAILS.												
CABLES, &c.												
N ^o	Chain	166	1"	18 x 27 tons 165 Epi			Bower Anchors		cut. grs. lb.	tons, cut. grs. lb.	cut. grs. lb.	
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	8403	9045	8613, 9044			10304	1	7.2.0	9.13.3.0	7.1.0	
Fore Top Sails,	Iron Stream Chain	45 1/2	7/8	8 1/2 x 12 1/2 tons 45 of 16			10303	1	7.1.1 1/4	9.11.2.4	7.1.0	
	or Steel Wire ..											
Fore Topmast Stay Sails,	or Hempen Strm Cable						10302	2	14.3.14		14.2.0	
	Towline, Hemp.	75	7/2	75 of 7/2			Stream Anchor	1	2.1.4	4.14.2.0	2.1.0	
Main Sails,	or Steel Wire ..						Kedge	1	1.0.0		1.0.0	
Main Top Sails, and	Hawser	90	5 1/2	90.5 1/2			2nd Kedge	1				
	Warp	90	5 1/2									
	quality <i>good</i>											

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* Fore hatch *✓* after Quarter hatch *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
2nd. On the plating during the process 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
Build under Special Survey and Survey in all stages of construction between November 12/84 and June 1/87.

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.

Bert

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 *✓*
341 tons Special£ *17* *per p/gram 7/7 1887*
(to be sent as per margin). Certificate ...
(Travelling Expenses, if any, £ *18/6*).
Committee's Minute *FRIDAY 1 JULY 1887*
Character assigned *100A1*
L & C P 1 D & Iron
2 + L & M B TRW
Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that the vessel appears to be classed 100 A.1. as recommended.
Lloyd's Register Foundation