

STEEL IRON SHIP.

(Received at London Office, 12 1888)

9540

12 1888

1888

No. 9540 Survey held at Port Glasgow Date, First Survey 12th Jan. 1888 Last Survey 7th July 1888

On the Steel Screw Steamer "Aldborough" Schooner Reg. 2 Pile moorings.

TONNAGE under (Image Deck) 1770.28	ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR TWINING DECKED VESSEL.	Master E. H. O'Neil '88-'88
Under (Image Deck) 274.18	Half Breadth (moulded) 18.9	Built at Port Glasgow
Under (Image Deck) 54.09	Depth from upper part of Keel to top of Upper Deck Beams 22.83	When built 1888 Launched 1 st June 1888
Under (Image Deck) 130.49	Girth of Half Midship Frame (as per Rule) 38.2	By whom built Russell & Co.
Under (Image Deck) 3.81	1st Number 79.93	Owners S. S. "Aldborough" "C. H. King"
Under (Image Deck) 20.89	1st Number of 2 Decked Vessel	Residence 7. Woods, Manager
Under (Image Deck) 2313.79	Length 288.34	Port belonging to London
Under (Image Deck) 2258.83	2nd Number 23047	Destined Voyage Singapore via Cardiff
Under (Image Deck) 740.41	Proportious— Breadths to Length.. 7.52	If Surveyed while Building, Afloat, or in Dry Dock.
Under (Image Deck) 577.62	Depths to Length—Upper Deck to Keel.. 12.83	Built under Special Survey.
	Main Deck ditto	

Feet. Inches.	BREADTH	Feet. Inches.	DEPTH	Feet. Inches.	Power of Engines	Horse	Nº. of Decks with flat laid	Nº. of Tiers of Beams
288 4	Moulded.. 37 9 1/2	37 9 1/2	19 5 1/2	220	220	220	220	220
ions of Ship per Register, length, 288.80	breadth, 38.1	depth, 19.45	Moulded depth 22.05					
depth and thickness	10 x 2 1/2	10 x 2 1/2						
moulding and thickness.. .. .	10 x 2 1/2	10 x 2 1/2						
POST for Rudder do. do.	10 x 6	10 x 6						
for Propeller	10 x 6	10 x 6						
ce of Frames from moulding edge to	24	24						
ding edge, all fore and aft								
ES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8						
for 1/2 at each end	7 3 8	7 3 8						
ISED FRAMES, Angle Iron, for 1/2 length amidships	3 8	3 8						
ES, depth and thickness of Floor Plate	3 8	3 8						
mid line for half length amidships	3 8	3 8						
thickness of the ends of vessel	3 8	3 8						
depth at 1/2 the half breadth as per Rule	3 8	3 8						
height extended at the Bilge	3 8	3 8						
IS, Upper, Spar, or Twinning Deck	7 3 10	7 3 10						
double Angle Iron on Upper edge	24	24						
age space	7 3 10	7 3 10						
S, Main, or Middle Deck	7 3 10	7 3 10						
double Angle Iron, Plate or Tee Bulb Iron	24	24						
age space	7 3 10	7 3 10						
S, Lower Deck under 2 nd deck	9 9 9	9 9 9						
double Angle Iron on Upper Edge	3 1/2 3 7	3 1/2 3 7						
age space	48	48						
S, Hold, or Orlop	7 3 9	7 3 9						
double Angle Iron on Upper Edge	48	48						
age space	7 3 9	7 3 9						
IONS Centre line, single or double plate	38 10 38 10	38 10 38 10						
Intercoastal Plates	40 10 40 10	40 10 40 10						
Plate	3 1/2 3 1/2	3 1/2 3 1/2						
Plate to Intercoastal Keelsons	7 7 7	7 7 7						
Angle Irons	3 1/2 3 1/2	3 1/2 3 1/2						
Double Angle Iron Side Keelson top plating	7 7 7	7 7 7						
Side Intercoastal Plate	7 7 7	7 7 7						
Angle Irons	3 1/2 3 1/2	3 1/2 3 1/2						
Attached to outside plating with angle iron	3 1/2 3 1/2	3 1/2 3 1/2						
Angle Irons	3 1/2 3 1/2	3 1/2 3 1/2						
Bulb Iron	3 1/2 3 1/2	3 1/2 3 1/2						
Intercoastal plates riveted to	3 1/2 3 1/2	3 1/2 3 1/2						
plating for	3 1/2 3 1/2	3 1/2 3 1/2						
STRINGER Angle Irons	3 1/2 3 1/2	3 1/2 3 1/2						
Intercoastal plates riveted to plating for	3 1/2 3 1/2	3 1/2 3 1/2						
length	3 1/2 3 1/2	3 1/2 3 1/2						
TRINGERS Angle Irons	3 1/2 3 1/2	3 1/2 3 1/2						
Lengths of Plating	3 1/2 3 1/2	3 1/2 3 1/2						
Shifts of Plating, and Stringers	3 1/2 3 1/2	3 1/2 3 1/2						
Gunwale Plate on ends of	3 1/2 3 1/2	3 1/2 3 1/2						
Upper Deck Beams, breadth and thickness	3 1/2 3 1/2	3 1/2 3 1/2						
Angle Iron on ditto	3 1/2 3 1/2	3 1/2 3 1/2						
Tie Plates fore and aft, outside Hatchways	3 1/2 3 1/2	3 1/2 3 1/2						
Diagonal Tie Plates on Beams No. of pairs	3 1/2 3 1/2	3 1/2 3 1/2						
Flat of Upper, Spar, or Twinning Dk.	3 1/2 3 1/2	3 1/2 3 1/2						
How fastened to Beams	3 1/2 3 1/2	3 1/2 3 1/2						
Stringer Plate on ends of Main or Middle Deck	3 1/2 3 1/2	3 1/2 3 1/2						
Beams, breadth and thickness	3 1/2 3 1/2	3 1/2 3 1/2						
In the Stringer Plate attached to the outside plating	3 1/2 3 1/2	3 1/2 3 1/2						
Angle Irons on ditto, No. 2 (inside)	3 1/2 3 1/2	3 1/2 3 1/2						
Tie Plates, outside Hatchways	3 1/2 3 1/2	3 1/2 3 1/2						
Diagonal Tie Plates on Beams, No. of pairs	3 1/2 3 1/2	3 1/2 3 1/2						
Flat of Middle Deck* do. do.	3 1/2 3 1/2	3 1/2 3 1/2						
How fastened to Beams	3 1/2 3 1/2	3 1/2 3 1/2						
Stringer Plates on ends of Lower Deck, Hold or	3 1/2 3 1/2	3 1/2 3 1/2						
Upper Beams under	3 1/2 3 1/2	3 1/2 3 1/2						
In the Stringer Plate attached to the outside plating	3 1/2 3 1/2	3 1/2 3 1/2						
Angle Irons on ditto, No. 2	3 1/2 3 1/2	3 1/2 3 1/2						
Stringer or Tie Plates, outside Hatchways	3 1/2 3 1/2	3 1/2 3 1/2						
Flat of Lower Deck*	3 1/2 3 1/2	3 1/2 3 1/2						
Ceiling betwixt Decks, thickness and material	3 1/2 3 1/2	3 1/2 3 1/2						
" in hold	3 1/2 3 1/2	3 1/2 3 1/2						
Main piece of Rudder, diameter at head	3 1/2 3 1/2	3 1/2 3 1/2						
do. at heel	3 1/2 3 1/2	3 1/2 3 1/2						
Can the Rudder be unshipped afloat?	3 1/2 3 1/2	3 1/2 3 1/2						
Bulkheads No. 5 No. per Rule 5	3 1/2 3 1/2	3 1/2 3 1/2						
" Thickness of	3 1/2 3 1/2	3 1/2 3 1/2						
" Height up	3 1/2 3 1/2	3 1/2 3 1/2						
" How secured to sides of ship	3 1/2 3 1/2	3 1/2 3 1/2						
" Size of Vertical Angle Irons 5 x 3 x 1/2 and distance apart 30 ins.	3 1/2 3 1/2	3 1/2 3 1/2						
" Are the outside Plates doubled two spaces of Frames in length?	3 1/2 3 1/2	3 1/2 3 1/2						

AMES extend in one length from Tank side to Tank side and from Tank side to Gunwale

VERSED ANGLE IRONS on floors and frames extend from main keelson to main keelson and to upper side stringers alternately

ONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

NG. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Main Strakes at Bilge for half length, treble riveted with Butt Straps 40 thicker than the plates they connect

Edges from Bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double single riveted.

Upper Sheerstrake, double single riveted.

Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, treble riveted for 3/4 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length

Breadth of laps of plating in double riveting 5 1/2 x 6 Breadth of laps of plating in single riveting

Traps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double Treble No. of Breasthooks, 5 Crutches, 2 deep floor

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens's Steel

Manufacturer's name or trade mark, Armstrong, Dalglish & Clydebank.

Signature, Russell & Co. Surveyor's Signature, R. S. Taylor.

Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from distinguished thickness at ends of vessel.

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

GRK 308-0193

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

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 facing surfaces?

Yes

Do any rivets break into or through the seams or butts of the plating?

A few

Masts, Bowsprit, Yards, &c., are Iron in good condition, and sufficient in size and length. If of Iron or Steel give Scale 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 Masts, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. The Spars are in accordance with approved sketches attached hereto. The Iron has been tested and found good. "Bournefield" brand.

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms	Inches	Test per Certificate	Inches per Rule	Machine where Treated and Superintendant, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	Weight reg'd per Rule.	Machine where Treated and Superintendant, also Number of Certificate.
N ^o .	Chain	Iron Stream Chain	270	1 1/2	8 1/2	270 - 1 1/2	7070 - 20/5/88	Bower Anchors	1228	23.0.13	30.19.14	32.0.0	9/5/88
Fore Sails,	Fore Top Sails,	Fore Topmast Stay Sails,	75	1 1/8	3 1/8	75 - 1 1/8	7078 - 30/5/88	Stream Anchor	1228	24.0.0	27.72.0	29.0.0	14/5/88
Main Sails,	Main Top Sails, and	Warps	90	3 1/2	18 1/2	90 - 3 1/2	7078 - 30/5/88	2nd Kedge	1228	5.1.7	7.14.0	7.5.1.0	29/5/88

Standing and Running Rigging. The stud wire sufficient in size and good in quality. She has 20 fms. long Boat and 20 fms. Rudder and Rudder Pumps as approved.

The Windlass is Clarke Chapman, Patent. How constructed? Iron. How secured in ordinary weather? Bolted.

Engine Room Skylights. How constructed? Iron. How secured in ordinary weather? Bolted.

What arrangements for deadlights in bad weather? Thick glass batteries in Iron frame.

Coal Bunker Openings. How constructed? Side & Middle line. How are lids secured? Bars & Tappan's. Height above deck? 30" above.

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 2 Ports, 2 Pipes and 2 Scuppers each side of Quarter deck.

Cargo Hatchways. How formed? Iron coamings.

State size Main Hatch 25' 0" x 14' 0" x 30" high. Fore hatch 15' 10" x 12' 0" x 30" high. Quarter hatch 25' 0" x 14' 0" x 30" high.

If of extraordinary size, state how framed and secured? 10 ft. frames extended up in way of large hatchways.

What arrangement for shifting beams? 2 web plates in 10 ft. large hatches, & 1 web plate in fore & aft hatchways.

Hatches, If strong and efficient? Yes Solid.

Order for Special Survey No. 1388

Date 28th Nov 1887

Order for Ordinary Survey No. 1388

Date 18th Nov 1887

No. 187 in builder's yard.

State dates of letters respecting this case 1887- Dec 26, 12, 17, 21, 22, Nov 28, Dec 29, 19, 1888, Jan 28, Feb 26, 16, Mar 16, 1888.

- 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

General Remarks (State quality of workmanship, &c.) The workmanship is good & the vessel has been constructed in accordance with the approved drawings (8 in No. 1) from Lewis, and in general conformity with the Rules, and the Committee Circulars relating to Steel. Two forging reports are also attached hereto. The collision bulkhead has been tested by hose and found good. Wails' Patent Cement has been used throughout the double bottom, & also in the putters at tank sides. The dimensions of this vessel have been checked (see Greenock Harbour Report No. 9537) the Harbour assigned in Secretary's letter of 16th Feb 1888 has been marked on the plans, and may be recorded in the Register Book.

Forecastle 30 ft. Bridge 18 ft. Raised Deck 86 ft. Prop 30 ft.

State if one, two, or three decked vessel, or if open or encased decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

How are the surfaces preserved from oxidation? Inside Wails' Patent Cement & Paint Outside Paint.

I am of opinion this Vessel should be Classed 100 A.1 Steel. Deck (Steel) Tank Frames Iron bulkheads.

The amount of the Entry Fee £ 5 : 0 : 0 is received by me, J. N.

Special £ 81 : 9 : 0 29th June 1888

(to be sent as per margin). Certificate ... Grants: Counterfool 10374

(Travelling Expenses, if any, £ Nil.)

Committee's Minute

Character assigned 100 A.1 Steel

Record 7/88

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