

# IRON SHIPS.

1218

Recd 15/12/56

No. 2811 Survey held at Hull Date November 29<sup>th</sup> 1856  
 on the Screw Steamer "Albert" Master Poungdestor

Tonnage Gross 498 Engine Room 159 Register 339 Built at Hull Launched 14<sup>th</sup> Oct 1856  
 When Built 1856 By whom built Messrs M. Samuelson & Co Owners Anglo-French Steam Ship Comp<sup>y</sup>

Port belonging to Grimby Destined Voyage France  
 If Surveyed Afloat or in Dry Dock While Building By Navigation

Length afloat	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
.....	<u>175</u>	.....	<u>27 7/10</u>	.....	<u>15</u>	.....	<u>80</u>
Distance between Floors amidships	<u>1 6</u>		<u>1 6</u>				
"    "    " forward and aft	<u>1 6</u>		<u>1 6</u>				
"    "    Ribs amidships	<u>1 6</u>		<u>1 6</u>				
"    "    " forward and aft	<u>1 6</u>		<u>1 6</u>				
Floors, Size of Angle Iron, and No. <u>98</u> at bottom of Floor Plate	<u>3 3</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>6 7/8</u>		
"    depth & thickness of Plate at mid line	<u>13 1/2</u>	<u>7 1/2</u>	<u>15</u>	<u>5 7/8</u>			
"    "    " at turn of bilge	<u>3 1/2</u>	<u>4 1/2</u>		<u>5 7/8</u>			
"    Size of Reversed Angle Iron, and No. <u>98</u> at top of Floor Plate	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 5/8</u>		
Ribs, Size of Angle Iron, single or double	<u>3 3</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>6 7/8</u>		
"    Reversed Iron, if to every frame	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 5/8</u>		
"    "    " <u>to every</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>7 1/2</u>	<u>2 1/2</u>	<u>2 5/8</u>		
Beams, Deck (No. <u>35</u> ), double or single	<u>3 5</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>5 7/8</u>		
"    Angle Iron				<u>1 3/4</u>	<u>6 7/8</u>		
"    "    depth & thickness of plate amidships							
"    "    double or single Angle Iron, on lower edge							
"    "    average space between	<u>3 feet</u>		<u>3 feet</u>				
"    "    if wood (No. ) sided & moulded							
"    Hold, (No. <u>27</u> ) double or single	<u>3 5</u>	<u>8 1/2</u>	<u>3 1/2</u>	<u>2 1/2</u>	<u>5 7/8</u>		
"    Angle Iron							
"    "    depth & thickness of plate amidships							
"    "    double or single Angle Iron, on lower edge							
"    "    average space between	<u>6 feet</u>		<u>6 feet</u>	<u>3 feet</u>			
"    "    if wood (No. ) sided & moulded							
"    Paddle, wood, sided and moulded or if Iron, size of Plate							
"    Engine							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	<u>18</u>	<u>8 1/2</u>	<u>10</u>	<u>5 7/8</u>			
"    Side or Bilge	<u>3 3</u>	<u>8 1/2</u>	<u>4 3</u>	<u>6 7/8</u>			
"    Number	<u>5 3</u>	<u>8 1/2</u>	<u>4 3</u>	<u>6 7/8</u>			

Transoms, material or, if none, in what manner compensated for Plate iron across rivetted to the ribs

Knight-heads Stotion Oak Bulkheads, No. Four Thickness of 5/16

Hawse Timbers are they free from defects? yes

The Ribs extend in one length from Short of Keelson to Sheer rivetted through plates with ( 3/4 in.) rivets, about ( 7 ) apart.

The reverse angle irons on the floors extend in one length from the middle line from Keelson to 3 feet above the bilge

    "    "    " on the ribs from Keelson to 3 feet above the bilge

Keelson, if wood, length of scarp if iron, how are the various lengths connected? By plate iron over the butts

Plates, Garboard, double or single rivetted to keel, with rivets ( 1 ins.) diameter averaging ( 3 1/2 in.) from centre to centre of rivet.

    "    edges from Garboards to turn of bilge, worked carvel with a lining piece (      in.) thick, or clencher, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 3 1/2 ins.) from centre to centre of rivets.

    "    butts from Garboards to turn of bilge, worked carvel with a lining piece ( 8 x 5/8 ) thick, double or single rivetted; rivets ( 7/8 in.) diameter, averaging ( 3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? yes on alternate plates

    "    edges from bilge to wales, worked carvel with a lining piece (      ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets.

    "    butts from bilge to wales, worked carvel with a lining piece ( 8 7/8 ) thick, double or single rivetted; rivets ( 3/4 in.) diameter, averaging ( 3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? yes on the alternate plates

    "    edges of wales and to planksheers, worked carvel with a lining piece (      ) thick, or clencher, double or single rivetted; rivets ( 3/4 in.) diameter averaging ( 2 1/2 ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides Explain by sketch,

Waterway flush planksheer and to the Beams if necessary. Planksheers & Waterways fastened to the gunwale plate by lower bolts and to the outside plating by through bolts

Side trussing breadth and thickness of plates how secured

Deck trussing Iron plate 10 x 6/8 fore and aft on each side of the Hatchways, also diagonal truss on each side of plate iron 6 x 6/8 rivetted to the beams

Deck Beams, how secured to the side By triangle plate iron

Hold " "     

Paddle " "     

No. of breasthooks crutches how are pointers compensated? Plate iron across rivetted to the ribs

What description of iron is used for the angle iron and bar iron in the vessel? Martin's Patent Builder's Signature



**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *Solid*  
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *yes*  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *No*  
 Was the plating caulked internally in the wake of the frames or ribs? *No*

*1218 Iron*

Her Masts, Yards, &c., are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
	Fore Sails,	Chain .....	300	1 5/16	Bower, .....	15-1-6
<i>one</i>	Fore Top Sails,	Hempen Stream Cable .....	90	8	<i>Three</i>	15-1-0
<i>Suit</i>	Fore Topmast Stay Sails,	Hawser .....	90	5 1/2	Stream, .....	12-3-0
	Main Sails,	Towlines .....	120	4	<i>one</i>	4-0-0
	Main Top Sails,	Warp .....	120	3 1/2	Kedge, .....	2-1-0
and		All of <i>good</i> quality.				

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets**

DATES of Surveys held while building, as per Section 17.	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
	<i>April 24 1856</i>	<i>May 3 "</i>	<i>July 19 "</i>	<i>August "</i>	<i>October 14 "</i>

*The frame being stouter than is required by the rules and the outside plating being full thickness as required by the Rules I beg to recommend this Vessel to the favorable consideration of the Committee to be allowed the Six years grade*

*I concur in the above recommendation*  
*16 Dec 1856* *St R*

In what manner are the surfaces preserved from oxidation? *By paint*

I am of opinion this Vessel should be classed *A1*

The amount of the Fee .....£ 4 : - : - is received by me,  
 Special .....£ 16 : 19 : -

Certificate (if required) *Required* £ 20 : 19 : -

Committee's Minute *19<sup>th</sup> Dec<sup>r</sup> 1856*

Character assigned *1 for 6 Years*

*Henry Adams*

