

IRON SHIPS.

3426

How. Had Russell

No. 919 Survey held at Newcastle Date 27 May to 14 Dec 1863
 on the Albatross not named Master not appointed
 Tonnage Gross 422.63 Engine Room 242.71 Register 1073.10 Built at Newcastle
 When Built 1863 Launched 28 October By whom built Marshall & Co
 Owners Marshall & Co Port belonging to — Destined Voyage —
 Surveyed Afloat or in Dry Dock and while building

Length aloft 238 4/10 Extreme Breadth 32 2/10 Depth from top of Upper Deck Beam to top of Floor 24 2 Power of Engines 140 H.P.

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Feet. Inches.		Feet. Inches.		Feet. Inches.		Horse.	
	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Inches.	Horse.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18	18						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4 1/2	3 7/16	4 1/2	3 7/16				
depth and thickness of Floor Plate at mid line	17	9 1/16	24	9 1/16				
depth and thickness of Floor Plate at Bilge Keelson	5	9 1/16	5	9 1/16				
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3 7/16	3	3 7/16				
Frames, Size of Angle Iron, single or double	4 1/2	3 7/16	4 1/2	3 7/16				
Reversed Iron, if to every frame	3	3 7/16	3	3 7/16				
Beams, Deck (No. 1) double Angle Iron, Plate, or Bulb Iron	4	4 1/16	4	4 1/16				
double or single Angle Iron, on top edge	2 3/4	2 5/16	2 3/4	2 5/16				
average space between	3	3	3	3				
if wood (No.) sided & moulded	3	3	3	3				
Hold, Deck (No. 1) double Angle Iron, Plate, or Bulb Iron	8	8 1/16	8	8 1/16				
double or single Angle Iron, on edge	3	3 1/16	3	3 1/16				
average space between	3	3	3	3				
if wood (No.) sided & moulded	3	3	3	3				
Paddle, wood, sided and moulded, or if Iron, size of Plate	18	10 1/16	18	10 1/16				
Keelson, single plate, box, or intercostal	12	11 1/16	12	11 1/16				
Size of Plates	5	4 1/16	5	4 1/16				
Size of Angle Irons	8	8 1/16	8	8 1/16				
Deck, Upper, how fastened to Beams	5	5	5	5				

Transoms, material Plate or, if none, in what manner compensated for. —

Knight-heads, and Hawse Timbers Plate

The Frames or Ribs extend in one length from keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from double to upper part of bilge

Keelson, how are the various lengths of plates or angle irons connected? by butt straps

Plates, Garboard, double rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no

Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clencher, 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? no

Edge of Sheerstrake, double or single rivetted? —

Butts from bilge to planksheers, worked carvel with a lining piece (1 1/16) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? —

Planksheer, how secured to the plating of the sides { Explain by sketch } main deck bolted to

Waterway " " planksheer and to the Beams { if necessary. } stringer plate

Deck Beams, how secured to the side? Walden knees rivetted to frames

Hold or Lower Deck " —

Paddle " " —

No. of breasthooks 5 crutches 5 how are pointers compensated? —

What description of iron is used for the angle iron and plate iron in the vessel? Wampel "A.C.C." "Bolckow & Vaughan" "Stockton Co" "J.B. Richardson"

Builder's Signature Marshall Brothers Lloyd's Register

(RON) 637-0091

3424 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Yes

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? None

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<u>the</u>	Fore Sails,	Chain	<u>300</u> 1/2	Bower, <u>Patent</u>	<u>3</u> 28.3.21
<u>Complete</u>	Fore Top Sails,	Hempen Stream Cable	<u>90</u> 10	Stream,	<u>1</u> 10.2.21
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u> 8	Kedge,	<u>2</u> 5.1.22
	Main Sails,	Towlines	<u>90</u> 6		<u>2</u> 2.3.14
	Main Top Sails,	Warp	<u>90</u> 5		
and		All of <u>best</u> quality.			

Her Standing and Running Rigging Complete sufficient in size and best in quality.

She has Lifeboats 25 Long Boat and each 22 feet - 22 ft -

The present state of the Windlass is good Capstan Complete and Rudder Complete Pumps Complete

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

This vessel is the second of the five ordered to be built by Messrs. Harsham & Co. to the Rule for "Spain decks". As a compensation for the want in depth of floors the London Survey is recommended, as contained in your letter of the 20th inst. last, have been carried into effect viz. - Reverse angle iron on top of floors double to middle of bilges, all fine and aft. - A foundation plate under middle line keelson 18 x 10 1/2 carried fore and aft, as far as practicable. - Per stem side keelson & bilge iron between angle iron at bilge keelson middle deck stringer increased for half the length amidships to 32 & 33" top and lower these stringers increased in thickness, butt straps extending from frame to frame.

The topside plating is 7/16" in lieu of 7/8" required by Rule. Main & fore masts of iron plate 7/8" and 3 angle iron inside 3 x 3 x 7/16"

In what manner are the surfaces preserved from oxidation? Red lead, putty cement to bilges

I am of opinion this Vessel should be classed G.A.1

The amount of the Fee £ 5 : : is received by me,

Det. 11/5 Special £ 65 : 10 :

Certificate (if required) £ : : :

Committee's Minute 18th December 1883

Character assigned A 1 for 9 years

[Handwritten signature]



I concur in the above recommendation
 Lloyd's Register
 Foundation

1883 London Survey Report of the "Mexican" Report of the