

IRON SHIPS.

3870

L.H.S.

No. 1184 Survey held at London Date July 2nd 1864
 on the S. Albert Victor Master H. W. Davidson J. Clarke
 Tonnage Gross 1184 46 Engine Room Register 1184 46 Built at London
 When Built 1864 Launched 23rd April By whom built Millwall Iron Works
 Owners Sidgett & Sons Port belonging to London Destined Voyage Calcutta
 Surveyed Afloat or in Dry Dock While building and afloat

Length aloft 204 Feet. Inches. Extreme Breadth 34 6 Feet. Inches. Depth from top of Upper Deck } Feet. Inches. Beam to top of Floor } 23 0 Power of Engines Horse.

Description	Inches in Ships.		Inches required per Rule.		Description of Iron.	Inches in Ship.		Inches required per Rule.	
	In Ship.	In Ship.	Inches required per Rule.	Inches required per Rule.		In Ship.	In Ship.	Inches required per Rule.	Inches required per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	<u>20</u>		<u>20</u>		Stem, if bar iron, moulding and thickness	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	<u>5</u>	<u>3 1/2</u>	<u>10 1/6</u>	<u>5</u>	Stern-post, if bar iron, moulding and thickness	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>
depth and thickness of Floor Plate at mid line	<u>23</u>	<u>1 1/6</u>		<u>23</u>	Keel, if bar iron, depth and thickness	<u>8 1/2</u>	<u>3</u>	<u>8 1/2</u>	<u>3</u>
depth and thickness of Floor Plate at Bilge Keelson	<u>10</u>	<u>1 1/6</u>		<u>5</u>	Garboard Plates, Breadth and thickness	<u>36</u>	<u>14 1/6</u>	<u>36</u>	<u>14 1/6</u>
Size of Reversed Angle Iron, and No. / at top of Floor Plate	<u>3 1/2</u>	<u>3 1/2</u>	<u>9 1/6</u>	<u>3 1/2</u>	From Garboard to upper part of Bilge		<u>12 1/6</u>		<u>12 1/6</u>
Frames, Size of Angle Iron, single or double	<u>5</u>	<u>3 1/2</u>	<u>10 1/6</u>	<u>5</u>	From upper part of Bilge to Sheerstrakes		<u>11 1/6</u>		<u>11 1/6</u>
Reversed Iron, if to every frame lower deck or every other frame to U.D.	<u>3 1/2</u>	<u>3 1/2</u>	<u>9 1/6</u>	<u>3 1/2</u>	Sheerstrakes, Breadth and thickness	<u>26</u>	<u>12 1/6</u>	<u>36</u>	<u>12 1/6</u>
Beams, Deck (N ^o . 57) double Angle Iron, Plate, or Bulb Iron	<u>9</u>	<u>9 1/6</u>		<u>8 1/2</u>	Butt Straps to outside plating, Breadth and thickness	<u>16</u>	<u>12 1/6</u>	<u>12 1/6</u>	
double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>9 1/6</u>	<u>3 1/2</u>	Planksheers				
average space between	<u>3 ft 4</u>			<u>3 ft 4</u>	Gunwale Plate or Stringer on ends of Up. Dk Beams	<u>36</u>	<u>11 1/6</u>	<u>26</u>	<u>11 1/6</u>
if wood (N ^o .) sided & moulded					Angle Iron on ditto	<u>5</u>	<u>4 1/2</u>	<u>5</u>	<u>4 1/2</u>
Hold, or Lower Deck (N ^o . 52) double Angle Iron, Plate, or Bulb Iron	<u>9</u>	<u>9 1/6</u>		<u>8 1/2</u>	Diagonal Tie Plates on Beams	<u>16</u>	<u>11 1/6</u>	<u>12 1/4</u>	<u>11 1/6</u>
double or single Angle Iron, on upper edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>9 1/6</u>	<u>3 1/2</u>	Waterway				
average space between	<u>3 ft 4</u>			<u>3 ft 4</u>	Deck	<u>4</u>		<u>4</u>	
if wood (N ^o .) sided & moulded					Ceiling in Hold	<u>3</u>			
Paddle, wood, sided and moulded, or if Iron, size of Plate					Ceiling betwixt Decks	<u>2</u>			
Engine					Beam Clamps or Spiketting Shelf				
Keelson, single plates, box, or intercostal					Stringer Plates on ends of Hold or Lower Dk Beams	<u>26</u>	<u>11 1/6</u>	<u>26</u>	<u>11 1/6</u>
Size of Plates	<u>18</u>	<u>5 1/2</u>	<u>9 1/6</u>		Ceiling between Decks	<u>2</u>			
Size of Angle Irons	<u>5</u>	<u>4 1/2</u>	<u>9 1/6</u>	<u>5</u>	Stringer or Tie Plates outside Hatchways	<u>16</u>	<u>11 1/6</u>	<u>12 1/4</u>	<u>11 1/6</u>
ditto Bilge (No. 2) Bulb Iron	<u>9</u>	<u>9 1/6</u>		<u>8 1/2</u>	Deck Beam Clamps or Spiketting Shelf				
ransoms, material					Stringers in Hold	<u>5</u>	<u>4 1/2</u>	<u>5</u>	<u>4 1/2</u>
night-heads, and Hawse Timbers					Deck, Lower	<u>4</u>	<u>3 1/2</u>	<u>5</u>	<u>3 1/2</u>
Frames or Ribs extend in one length from	<u>Keel</u>				Deck, Upper, how fastened to Beams				
reverse angle irons on the floors extend in one length across the middle line from	<u>Lower deck</u>				Bulkheads, N ^o . <u>2</u>				
on the frames	<u>from upper deck strops to upper deck strops</u>				Thickness of	<u>1/6</u>			
Keelson, how are the various lengths of plates or angle irons connected?	<u>Shipped & strapped</u>				how secured to the sides of the ship	<u>with double frames</u>			
Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.					size of vertical angle iron and their distance apart	<u>3 1/2 x 2 1/2 in. 30 apart</u>			
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.					Frames or Ribs extend in one length from	<u>Keel</u>			
Butts from Keel to turn of bilge, worked carvel with a lining piece (13/16) thick, double or single rivetted; rivets (7/8 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? <u>No</u>					reverse angle irons on the floors extend in one length across the middle line from	<u>Lower deck</u>			
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u>					on the frames	<u>from upper deck strops to upper deck strops</u>			
Edge of Sheerstrake, double or single rivetted?					Keelson, how are the various lengths of plates or angle irons connected?	<u>Shipped & strapped</u>			
Butts from bilge to planksheers, worked carvel with a lining piece (12/16) 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 (5) Breadth of laps in single rivetting ()					Garboard, double or single rivetted to keel & at upper edge, with rivets (1/4 ins.) diameter averaging (4 1/2 in.) from centre to centre of rivet.				
Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Stringers Treble rivetted 100 ft in midships</u>				Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (1/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.				
Planksheer, how secured to the plating of the sides	<u>Explain by sketch</u>				Butts from Keel to turn of bilge, worked carvel with a lining piece (13/16) thick, double or single rivetted; rivets (7/8 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? <u>No</u>				
Waterway	<u>if necessary</u>				Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u>				
Keel Beams, how secured to the side?	<u>With welded knees rivetted to Ribs</u>				Edge of Sheerstrake, double or single rivetted?				
Upper or Lower Deck	<u>Do</u>				Butts from bilge to planksheers, worked carvel with a lining piece (12/16) 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 (5) Breadth of laps in single rivetting ()				
Middle	<u>Do</u>				Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	<u>Stringers Treble rivetted 100 ft in midships</u>			
Number of breasthooks	<u>5</u>				Planksheer, how secured to the plating of the sides	<u>Explain by sketch</u>			
How are pointers compensated?	<u>With plate & angle iron</u>				Waterway	<u>if necessary</u>			
What description of iron is used for the angle iron and plate iron in the vessel?	<u>Millwall best</u>				Keel Beams, how secured to the side?	<u>With welded knees rivetted to Ribs</u>			

Builder's Signature James Davidson

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3878 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? Long lengths
 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.	
2 suits	Fore Sails,	Chain ^{to a strain of 5 1/2 tons} Lloyd's Patent No. 1	300	1 3/4	Bowes ^{to strain of 32.11} Patent No. 13	28.0.23
	Fore Top Sails,	Hempen Stream Cable	90	10 1/2	Lloyd's Patent No. 13	27.3.12
	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	90	1	Stream	12.0.0
	Main Sails,	Towlines	90	7	Kedge	6.1.
	Main Top Sails,	Warp	90	6		3.16
All of <u>best</u> quality.						

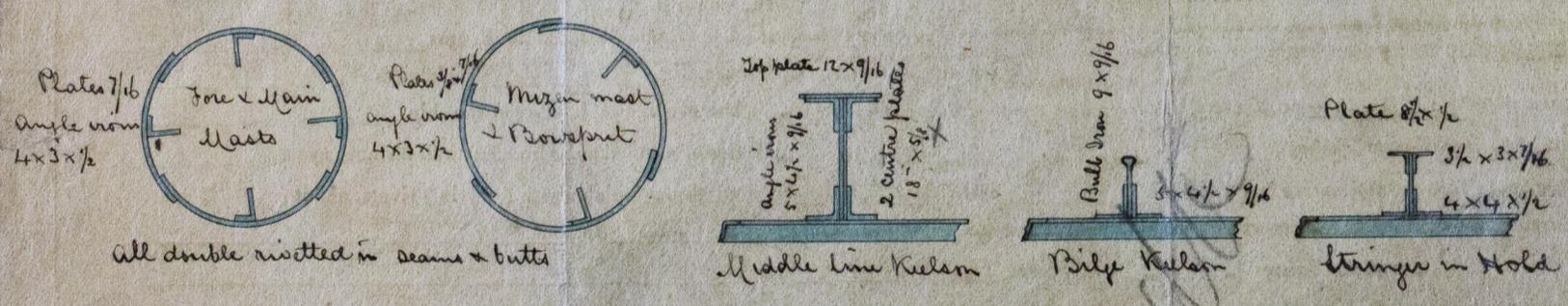
Her Standing and Running Rigging Hemp sufficient in size and good in quality.
 She has two Life Long Boats and two Pinnaces
 The present state of the Windlass is Patent Capstans three and Rudder good Pumps 6 - good

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

1st. On the several parts of the frame, when in place, and before the plating was wrought At various times while building under special survey
 2nd. On the plating during the progress of rivetting from December 14th 1863 to July 2nd 1864.
 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 has a Poop and Topgallant foremast built in accordance with the Rules and provided the anchors meet the approval of the Committee I am of opinion that she is eligible to be classed as recommended below

Thos. W. Harwell



In what manner are the surfaces preserved from oxidation? With Red lead & oil paint

I am of opinion this Vessel should be classed 12 A1

The amount of the Fee £ 5 : - : - is received by me, Thos. Harwell
 Special £ 50 : 4 : -

Certificate (if required)
 Committee's Minute 9th December 1864
 Character assigned A 1 for 12 1/2 years