

# IRON SHIPS.

No. 1184 Survey held at London Date July 2<sup>nd</sup> 1864  
 on the S. Albert Victor Master H. H. Davidson J. J. Clarke  
 Tonnage Gross 1184 46 Under Deck 1090 91 Engine Room Register 1184 46 Built at London  
 When Built 1864 Launched 23<sup>rd</sup> April By whom built Millwall Iron Works  
 Owners Lidgett & Sons Port belonging to London Destined Voyage Calcutta  
 Surveyed Afloat or in Dry Dock While building and afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
204			34		6	23		0					
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	20		20										
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	5	3 1/2	10 1/6	5	3	9 1/6							
depth and thickness of Floor Plate at mid line	23	1 1/6		23	1 1/6								
depth and thickness of Floor Plate at Bilge Keelson	10	1 1/6		5	1 1/6								
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3 1/2	3 1/2	9 1/6	3 1/2	3	9 1/6							
Frames, Size of Angle Iron, single or double	5	3 1/2	10 1/6	5	3	9 1/6							
Reversed Iron, if to every frame lower deck or every other frame to U.D.	3 1/2	3 1/2	9 1/6	3 1/2	3	9 1/6							
Beams, Deck (N <sup>o</sup> . 52) double Angle Iron, Plate, or Bulb Iron	9	9 1/6		8 1/2	9 1/6								
double or single Angle Iron, on upper edge	3 1/2	3 1/2	9 1/6	3 1/2	3 1/2	9 1/6							
average space between	3 ft 4			3 ft 4									
if wood (N <sup>o</sup> . ) sided & moulded													
Hold, or Lower Deck (N <sup>o</sup> . 52) double Angle Iron, Plate, or Bulb Iron	9	9 1/6		8 1/2	9 1/6								
double or single Angle Iron, on upper edge	3 1/2	3 1/2	9 1/6	3 1/2	3 1/2	9 1/6							
average space between	3 ft 4												
if wood (N <sup>o</sup> . ) sided & moulded													
Paddle, wood, sided and moulded, or if Iron, size of Plate													
Engine													
Keelson, single plates, box, or intercostal													
Size of Plates	18 x 5 1/2			16 x 14 1/6									
Size of Angle Irons	5 x 4 1/2 x 9 1/6			5 x 4 1/2 x 9 1/6									
itto Bilge (No. 2) Bulb Iron 9 x 9 1/6 with angle iron also an intercostal				5 x 4 1/2 x 9 1/6									
ransoms, material	Iron												
or, if none, in what manner compensated for													
ight-heads, and Hawse Timbers													
Frames or Ribs extend in one length from	Keel			to Gunwale									
reverse angle irons on the floors extend in one length across the middle line from	Lower deck			to Lower deck									
on the frames				from Upper deck stringer to Upper deck stringer									
Keelson, how are the various lengths of plates or angle irons connected?	Shifted & Strapped												
ates, 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.													
Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( in.) thick, or clencher, double or single rivetted; rivets ( 1/2 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 1/6 ) 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? No													
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? No													
Edge of Sheerstrake, double or single rivetted?													
Butts from bilge to planksheers, worked carvel with a lining piece ( 1/6 ) 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 ( )													
tt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Stringers Treble rivetted 100 ft in midships -												
Planksheer, how secured to the plating of the sides	Explain by sketch												
Waterway	if necessary. } Gunter waterway												
Planksheer and to the Beams													
Plank Beams, how secured to the side?	With welded knees rivetted to Ribs												
Upper or Lower Deck													
iddle													
of breastbooks	5			5									
crutches													
how are pointers compensated?	With plates & angle iron												
What description of iron is used for the angle iron and plate iron in the vessel?	Millwall best												

Builder's Signature

Lloyd's Register  
 James Davidson

IRON 438-0037



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 <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Chain <sup>to a strain of 5 1/2 tons</sup> <u>Lloyds Patent Wire</u>	300	1 3/4	Bowes <sup>to a strain of 5 1/2 tons</sup> <u>Lloyds Patent Wire</u>	13	28.0.23
	Fore Top Sails,	Hempen Stream Cable	90	10 1/2			27.3.12
	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	90	1	Stream,	1	25.0.0
	Main Sails,	Towlines	90	7			
	Main Top Sails,	Warp	90	6	Kedge,	2	6.1.3.16
		All of <u>best</u> quality.					

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has two Life Long Boat and two Pinnaces

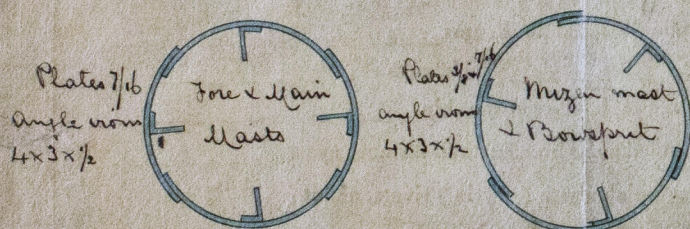
The present state of the Windlass is Patent Capstans three and Rudder good Pumps 6 - good

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

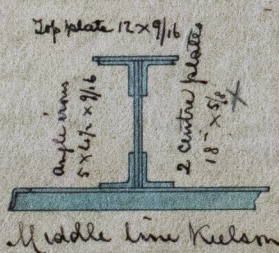
**DATES of Surveys** held while building, as per Section 17.  
1st. On the several parts of the frame, when in place, and before the plating was wrought At various times while building under Special Survey  
2nd. On the plating during the progress of rivetting from December 14<sup>th</sup> 1863 to July 2<sup>nd</sup> 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 forecastle 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

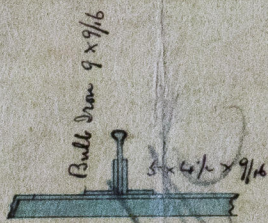
Thos. W. Harwell



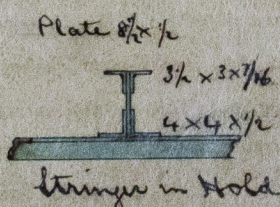
All double rivetted in seams & butts



Middle line Keelson



Bilge Keelson



Stringer in Hold

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. W. Harwell

Special .....£ 50: 4: -

Certificate (if required) .....£ - - -

Committee's Minute 9<sup>th</sup> December 1864

Character assigned A 1 for 12 years

This Sailing Ship of Iron appears eligible for Classification as recommended by Committee

Lloyd's Register Foundation