

IRON SHIPS.

6270
Rec'd 8/6/68

No. 9352 Survey held at Sunderland Date June 6th 1868
 on the Barque "Alcester" Master Richards
 Tonnage under tonnage deck 397.09 Built at Sunderland When built 1868 Launched May 9/68
 Ditto of houses or spar-deck 15.86 By whom built Miss J. M. Mousley Owners R. H. Penny & Co
 Ditto of engine room 412.95 Port belonging to PLANS CASE Destined Voyage Mediterranean
 Deduct crew space 13.50
 Total Register tonnage 399.45
 Gross tonnage 399.45
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Fect. Inches.	Extreme Breadth	Fect. Inches.	Depth from top of Upper Deck Beam to top of Floor	Fect. Inches.	Power of Engines	Horse.	N ^o . of Decks
<u>149</u>	<u>6</u>	<u>27</u>	<u>2</u>	<u>16</u>	<u>1</u>			<u>One</u>
<i>(Dimensions of Ship per Register, length 149.6 breadth 27.2 depth 16.1)</i>								
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness			
„ if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		<u>24 10 24 10</u>			
Stem, if bar iron, moulding and thickness	<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		Ditto from Garboard to upper part of Bilges..			
„ if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		<u>- 9 - 9</u>			
Stern-post, if bar iron, moulding and thickness	<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold			
„ if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		<u>- 8 - 8</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		„ from 3/4ths depth of Hold to lower edge of Sheerstrake			
Frames, Size of Angle Iron, single or double	Inches. Inches. 16ths. In Ship. In Ship. In Ship.		Inches. Inches. 16ths. required required required per Rule. per Rule. per Rule.		„ Sheerstrake, breadth and thickness			
„ Reversed Iron, if to every frame	<u>3 1/2 2 3/4 6</u>		<u>3 1/2 2 3/4 6</u>		<u>24 10 24 9</u>			
„ every other frame.	<u>3 1/2 2 3/4 6</u>		<u>3 1/2 2 3/4 6</u>		Butt Straps to outside plating, breadth and thickness			
Floors, depth and thickness of Floor Plate at mid line	<u>- 18 7</u>		<u>- 18 7</u>		<u>9 7 5/16 8 1/2 7 1/16</u>			
„ Ditto ditto at Bilge Keelson	<u>- 6 7</u>		<u>- 3 1/2 7</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness			
„ Size of Reversed Angle Iron, and No. <u>per ft</u> at top of Floor Plate	<u>2 1/2 2 1/2 5</u>		<u>2 1/2 2 1/2 5</u>		<u>28 7 2 1/2 7</u>			
Beams, Deck (N ^o . <u>39</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Angle Iron on ditto			
„ double or single Angle Iron, on upper edge	<u>2 1/2 2 1/2 5</u>		<u>2 1/2 2 1/2 5</u>		<u>3 3/4 x 2 3/4 x 1/16 4 x 3 x 1/16</u>			
„ average space between	<u>3.6</u>		<u>3.6</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways			
„ Hold, or Lower Deck (N ^o . <u>24</u>) double Angle, Tee, Plate, or Bulb Iron	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>10 1/2 7 10 1/2 7</u>			
„ double or single Angle Iron on upper edge	<u>2 1/2 2 1/2 5</u>		<u>2 1/2 2 1/2 5</u>		Diagonal Tie Plates on ditto			
„ average space between	<u>3.6</u>		<u>3.6</u>		<u>10 1/2 7 10 1/2 7</u>			
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Planksheer, materials and scantlings			
„ Engine	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Waterway ditto ditto			
Keelson, single or double plate, box, or intercostal	<u>- 30 7</u>		<u>- 7 0</u>		Flat of Upper Deck, thickness and material			
„ Size of Plates	<u>3 3/4 2 3/4 6</u>		<u>6 4 3 6</u>		<u>3 Yellow Pine 3</u>			
„ Size of Angle Irons	<u>3 3/4 2 3/4 6</u>		<u>6 4 3 6</u>		„ how fastened to Beams			
„ Side, single or double, plate, box, or intercostal	<u>3 3/4 2 3/4 6</u>		<u>6 4 3 6</u>		<u>Pressed bolts & nuts</u>			
„ Bilge (No. <u>single</u>) at each Bilge, single, or double, plate, or box	<u>3 3/4 2 3/4 6</u>		<u>6 4 3 6</u>		Ceiling betwixt Decks and in Hold, thickness and material			
„ <u>single plate between</u>	<u>3 3/4 2 3/4 6</u>		<u>6 4 3 6</u>		<u>2 1/2 Red Pine</u>			
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Clamps or Spicketing ditto			
Knight-heads, and Hawse Timbers <u>Iron</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness			
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u> rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>17 7 16 1/2 7</u>			
The reverse angle irons on the floors extend in <u>one</u> length across the middle line from <u>top of bilges</u> to <u>upper part of bilges</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams			
„ „ „ on the frames „ and „ from <u>there</u> to <u>gunwale</u> or <u>alternate frames</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>3 3/4 x 2 3/4 x 1/16 4 x 3 x 1/16</u>			
Keelson, how are the various lengths of plates or angle irons connected? <u>With butt straps</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Stringers in Hold			
Plates, Garboard, <u>double</u> rivetted to keel, <u>double</u> at upper edge, with rivets (1/8 x 3/4 ins.) diameter, averaging (4 1/2 in.) apart.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Flat of Lower Deck, thickness and material			
„ Edges from Garboards to upper part of bilge, worked clencher, <u>double</u> or <u>single</u> rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>7 x Iron</u>			
„ Butts from Keel to turn of bilge, worked carvel with butt straps (9 1/8) thick, <u>double</u> or <u>single</u> rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Main piece of Rudder, diameter at head			
„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, <u>double</u> or <u>single</u> rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>4 - 4 1/2 3 1/4</u>			
„ Edges of Sheerstrake, <u>double</u> or <u>single</u> rivetted? At upper edge <u>single tongue iron</u> At lower edge <u>double rivetted</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		„ „ „ at heel			
„ Butts from bilge to planksheers, worked carvel with butt straps (7 1/8) thick, <u>double</u> or <u>single</u> rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in <u>double</u> rivetting (4 in.) Breadth of laps in <u>single</u> rivetting (None)	<u>- 7 7</u>		<u>- 6 1/2 7</u>		<u>2 1/2 - 2 1/2</u>			
Butt Straps of Keelsons, Stringer and Tie Plates, <u>double</u> or <u>single</u> rivetted? <u>Double rivetted</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		(Can the Rudder be unshipped afloat <u>Yes</u>)			
Planksheer, how secured to the plating of the sides { Explain by sketch }	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Bulkheads, N ^o . <u>Two</u> Thickness of <u>5/16</u>			
Waterway „ „ planksheer and to the Beams { if necessary. }	<u>- 7 7</u>		<u>- 6 1/2 7</u>		„ Height up <u>To upper deck</u>			
Deck Beams, how secured to the side? <u>Galvanized iron and rivetted to frames</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		„ how secured to the sides of the ship <u>Planksheer South and iron</u>			
Hold or Lower Deck ditto <u>Iron</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		„ size of vertical angle irons <u>2 1/2 x 1/8</u> and their distance apart <u>30 in</u>			
Paddle „ „	<u>- 7 7</u>		<u>- 6 1/2 7</u>		No. of breasthooks <u>Four</u> crutches <u>Three</u>			
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Plate from</u>	<u>- 7 7</u>		<u>- 6 1/2 7</u>		Manufacturer's name or trade mark <u>Angle irons from Fryzack & Co.</u>			
We certify that the above is a correct description of the several particulars therein given.								
Builder's Signature <u>J. M. Mousley</u>			Surveyor's Signature <u>P. B. Marshall</u>		Register			

Workmanship. Are the lands or laps of the clenwork in all cases in breadth 6 1/2 Iron and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? Solid with single pieces

Do the holes for rivetting plate to frames, butt straps, 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? Very few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings 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 rivetting, quality of Materials, and if stamped with Maker's name.)

The Fore Mast, Masts, and Bowsprit are of iron - sketch of which is appended.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.	Tested to Tons.	N ^o .	Weight. Ex. Stock.	Tested to Tons.
2	Fore Sails,	Chain	240	1 5/16	31	1	15.2.0
2	Fore Top Sails,	Hempen Stream Cable	-	-	-	1	15.1.21
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	70	3/4	-	1	14.1.0
1	Main Sails,	Towlines	80	8 1/2	-	1	6.1.17
1	Main Top Sails,	Warp	86	6 1/2	-	1	3.1.7
and	<u>Spinnaker</u>	All of <u>good</u> quality.	80	5 1/2	-	1	1.3.7

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

She has One Long Boat and two others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Johnson

Order for Special Survey	DATES of Surveys held while building	1st.	2nd.	3rd.	4th.	5th.
No. <u>2067</u>	<u>March 27/68</u>	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>March 27/68</u>						
Order for Ordinary Survey	as per Section 18.					
No. <u>---</u>						
Date <u>---</u>						

State if she has a Spar Deck No Poop No or Forecastle No

General Remarks,

The angle irons of the main keelson and bilge keelsons are below the requirements of the Rules, but the former is intersected, the plate extending twelve inches above the floor, with double angle irons on upper and lower edges, and a rider plate extending fore and aft 7" x 7/16". There is also an extra built plate 7" x 7/16" fitted between the bilge keelson angle iron fore and aft. Also an additional strainer between the bilge keelson and hold beams, of double angle iron 3 3/4" x 2 3/4" x 6/16" extending fore and aft. The angle iron of gunwale plate is deficient, but the plate is 6/16" in excess and the sheer plate 7/16" thicker than the requirements of the Rules. The edges of outside plating are also double rivetted throughout.

Certificates of the chain cables and Anchors have been produced the former issued from the Manipulative testing House & signed by Mr J. Hartness, and the latter issued from the Standard Public testing House, and signed by Mr. John Thompson.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & Helges and red lead paint

Ditto ditto Outside Three coats of zinc paint

I am of opinion this Vessel should be Classed A1

The amount of the Fee£ 4: " : " is received by me,

Special£ 19: 19: "

Certificate (if required)£ " : " : "

Committee's Minute 9th June 1868

Character assigned A1

Handwritten signatures and stamps:
 J. H. M. [Signature]
 J. H. M. [Signature]
 This Report appears to be correct for the [unclear]
 Lloyd's Register
 London 1868