

# IRON SHIPS.

No. 9352 Survey held at Sunderland Date June 6<sup>th</sup> Rec'd 8/6/68 1868  
 on the Barge "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. H. Munnery 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 Whilst building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks
Length aloft	149	6	Extreme Breadth	27	2	Depth from top of Upper Deck Beam to top of Floor	16	1			One
(Dimensions of Ship per Register, length 149.6 breadth 27.2 depth 16.1)											
Keel, if bar iron, depth and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
" if plate iron, breadth and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
Stem, if bar iron, moulding and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
" if plate iron, breadth and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
Stern-post, if bar iron, moulding and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
" if plate iron, breadth and thickness	6 1/2 x 2 1/4		Inches in Ship.		Inches required per Rule.						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		Inches in Ship.		Inches required per Rule.						
Frames, Size of Angle Iron, single or double	3 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
" Reversed Iron, if to every frame	3 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
" every other frame.	3 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
Floors, depth and thickness of Floor Plate at mid line	18		Inches in Ship.		Inches required per Rule.						
" Ditto ditto at Bilge Keelson	6		Inches in Ship.		Inches required per Rule.						
" Size of Reversed Angle Iron, and No. <u>Single</u> at top of Floor Plate	2 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
Beams, Deck (N <sup>o</sup> . 39) double Angle Iron, Plate, Tee, or Bulb Iron	7		Inches in Ship.		Inches required per Rule.						
" double or single Angle Iron, on upper edge	2 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
" average space between	3.6		Inches in Ship.		Inches required per Rule.						
" Hold, or Lower Deck (N <sup>o</sup> . 24) double Angle, Tee, Plate, or Bulb Iron	7		Inches in Ship.		Inches required per Rule.						
" double or single Angle Iron on upper edge	2 1/2 x 2 1/2		Inches in Ship.		Inches required per Rule.						
" average space between	3.6		Inches in Ship.		Inches required per Rule.						
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	3.6		Inches in Ship.		Inches required per Rule.						
" Engine	3.6		Inches in Ship.		Inches required per Rule.						
Keelson, single or double plate, box, or intercostal	30		Inches in Ship.		Inches required per Rule.						
" Size of Plates	3 3/4 x 2 3/4		Inches in Ship.		Inches required per Rule.						
" Size of Angle Irons	3 3/4 x 2 3/4		Inches in Ship.		Inches required per Rule.						
" Side, single or double plate, box, or intercostal	3 3/4 x 2 3/4		Inches in Ship.		Inches required per Rule.						
" Bilge (No. <u>Single</u> ) at each Bilge, single or double plate, or box	3 3/4 x 2 3/4		Inches in Ship.		Inches required per Rule.						
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.	3.6		Inches in Ship.		Inches required per Rule.						
Knight-heads, and Hawse Timbers	3.6		Inches in Ship.		Inches required per Rule.						
The Frames extend in one length from <u>Keel</u> to <u>funnel</u> rivetted through plates with ( 3/4 in.) rivets, about ( 8" ) apart.	3.6		Inches in Ship.		Inches required per Rule.						
The reverse angle irons on the floors extend in one length across the middle line from <u>top of bilge</u> to <u>upper part of bilge</u>	3.6		Inches in Ship.		Inches required per Rule.						
" " " on the frames " and " from <u>there</u> to <u>funnel</u> or <u>alternate frames</u>	3.6		Inches in Ship.		Inches required per Rule.						
Keelson, how are the various lengths of plates or angle irons connected? <u>With butt straps</u>	3.6		Inches in Ship.		Inches required per Rule.						
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( 1/8 x 3/4 ins.) diameter, averaging ( 4 1/2 in.) apart.	3.6		Inches in Ship.		Inches required per Rule.						
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 2 1/2 in.) apart.	3.6		Inches in Ship.		Inches required per Rule.						
" Butts from Keel to turn of bilge, worked carvel with butt straps ( 9 1/2 ) thick, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 2 1/2 in.) apart.	3.6		Inches in Ship.		Inches required per Rule.						
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>	3.6		Inches in Ship.		Inches required per Rule.						
" Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 2 1/2 in.) apart.	3.6		Inches in Ship.		Inches required per Rule.						
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>	3.6		Inches in Ship.		Inches required per Rule.						
" Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single triangle iron</u> At lower edge <u>double rivetted</u>	3.6		Inches in Ship.		Inches required per Rule.						
" Butts from bilge to planksheers, worked carvel with butt straps ( 7 1/2 ) thick, double or single rivetted; with rivets ( 3/4 in.) diameter, averaging ( 2 1/2 in.) apart. Breadth of laps in double rivetting ( 4" ) Breadth of laps in single rivetting ( None )	3.6		Inches in Ship.		Inches required per Rule.						
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double rivetted</u>	3.6		Inches in Ship.		Inches required per Rule.						
Planksheer, how secured to the plating of the sides { Explain by sketch }	3.6		Inches in Ship.		Inches required per Rule.						
Waterway " " planksheer and to the Beams { if necessary. }	3.6		Inches in Ship.		Inches required per Rule.						
Deck Beams, how secured to the side? <u>Secured to iron and rivetted to frames</u>	3.6		Inches in Ship.		Inches required per Rule.						
Hold or Lower Deck ditto <u>do</u>	3.6		Inches in Ship.		Inches required per Rule.						
Paddle " " <u>do</u>	3.6		Inches in Ship.		Inches required per Rule.						
No. of breasthooks <u>Four</u> crutches <u>Three</u>	3.6		Inches in Ship.		Inches required per Rule.						
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Plate from</u>	3.6		Inches in Ship.		Inches required per Rule.						
Manufacturer's name or trade mark <u>Angle iron from Fitzpatrick &amp; Co.</u>	3.6		Inches in Ship.		Inches required per Rule.						
We certify that the above is a correct description of the several particulars therein given.	3.6		Inches in Ship.		Inches required per Rule.						
Builder's Signature <u>Stiff. Munnery</u> Surveyor's Signature <u>P. B. Marshall</u>	3.6		Inches in Ship.		Inches required per Rule.						



620 Iron  
Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five 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? Filled 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 & Main Masts, and Bowsprit are of iron - sketch of which is appended.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.					
N <sup>o</sup> .			Fathoms.	Inches.	Tested to Tons.	N <sup>o</sup> .	Weight. Ex. Stock	Tested to Tons.	
2	Fore Sails,	Chain .....	240	1 5/16	31	Bowers, .....	1	15.2.0	16.18.3.0
2	Fore Top Sails,	Hempen Stream Cable .....	-				1	15.1.2	16.18.3.0
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u> .....	70	3/4			1	14.1.0	15.16.3.1
1	Main Sails,	Towlines .....	80	8 1/2		Stream, .....	1	6.1.17	
1	Main Top Sails,	Warp .....	86	6 1/2			1	3.1.7	
and	<u>Span sails</u>	All of <u>good</u> quality.	80	5 1/2		Kedges, .....	1	1.3.7	
Her Standing and Running Rigging		<u>More than</u> sufficient in size and		<u>good</u> in quality.					
She has		<u>One</u> Long Boat and		<u>two others</u>					
The present state of the Windlass is		<u>Good</u> Capstan		<u>Mark</u> and Rudder <u>Good</u> Pumps <u>2 of iron</u>					

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under</u>
No. <u>2067</u>	Surveys held	2nd.	On the plating during the progress of rivetting	<u>Special Survey</u>
Date <u>March 24/68</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>from March 29/68</u>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<u>to the present date</u>
No. <u>      </u>	Section 18.	5th.	After the ship was launched	<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 & 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. P. Hartness, and the latter issued from the Submarine Testing House, and signed by Mr. John Thompson.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & bitumens 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,

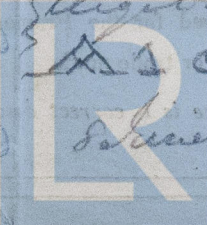
June 1868 Special .....£ 19: 19: "

Certificate (if required) .....£ " : " : "

Committee's Minute 9th June 1868

Character assigned A1

A & C P 1868



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