

# IRON SHIPS.

Rec 18/4/73

No. 3961 Survey held at Stockton Date, First Survey 28<sup>th</sup> August 1872 Last Survey 10<sup>th</sup> April 1872

On the Iron Steamer "Albatross" Master Mustaw Meyer (Meyer)

Tonnage under Tonnage Deck } <u>1044.00</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half moulded breadth .... <u>14.0</u>	Total Depth if three or more Decks ..... }	Built at <u>Stockton</u>
Ditto of Third Spar, or Awning Deck: } <u>331.16</u>				When built <u>1872</u> Launched <u>10<sup>th</sup> Feb 1872</u>
Ditto of Poop, or Raised Or. Dk. } _____	Depth from upper part of Keel to top of Upper Deck Beams ..... }	Girth of Half Midship Frame (as per Rule) } <u>29.3</u>	Total Girth of Half Midship Frame ..... }	By whom built <u>Bearse &amp; Co</u>
Ditto of Hatches on Deck ..... } _____				Owners <u>De. German Seagds</u>
Ditto of Forecastle } _____	1st Number ..... <u>61.11</u>	Length ..... <u>221</u>	3rd Number ..... _____	Port belonging to <u>Bremen</u>
Gross Tonnage <u>1044.83</u>	2nd Number ..... <u>138916</u>	4th Number ..... _____	Length ..... _____	Destined Voyage <u>Bremen</u>
Crew Space, as per Rule } _____	Depths to Length. over <u>11</u>	Breadths to Length ... <u>11</u>	Depths to Length ... <u>11</u>	If Surveyed while Building, Afloat, or in Dry Dock. _____
Register Tonnage, out of Beam ... } _____				
Engine Power <u>3214.31</u>				
Register Tonnage, as a Steamer, out of Beam } <u>110.10</u>				

Length on deck as per Rule, Feet. Inches.	Moulded Breadth, Feet. Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule, Feet. Inches.	Power of Engines, Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
<u>121</u>	<u>28</u>	<u>24.05</u>	<u>120</u>	<u>Three</u>	<u>Three</u>
Dimensions of Ship per Register, length, <u>221</u> breadth, <u>28</u> depth, <u>24.05</u>					
Keel, if bar iron, depth and thickness	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>	<u>8 x 2 3/8</u>
Do. if centre through plate, depth and thickness	<u>1 1/2 x 2 3/8</u>	<u>1 1/2 x 2 3/8</u>	<u>1 1/2 x 2 3/8</u>	<u>1 1/2 x 2 3/8</u>	<u>1 1/2 x 2 3/8</u>
Stem, if bar iron, moulding and thickness	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>
Stern-post for Rudder do. do.	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>
Stern-post for Propeller	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>	<u>8 x 1 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>	<u>23</u>
Frames, size of Angle Iron, for 1/3 length amidships	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Do. for 1/2 at each end	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Reversed Frames, size of Angle Iron	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Do. at the ends	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Do. do. do. at Bilge Keelson	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. height extended at the Bilges	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Beams, Upper, Spar, or Awning Deck (No. 59) single or double Angle Iron, Plate or Tee Bulb Iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
Beams, Main or Middle Deck (No. 58) single or double Angle Iron, Plate or Tee Bulb Iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
Beams, Lower Deck, Hold or Orlop (No. 48) single or double Ang. Iron, Plate or Tee Bulb Iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Do. Bulb Plate to Intercostal Keelson	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Do. Size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Side Intercostal Keelson, size of Plates	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Angle Irons on tops of Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Bilge Keelson, Bulb Iron	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Intercostal plates riveted to plating for length	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Side Stringers (No. 106) size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Do. Intercostal plates riveted to plating for length	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
Transoms, material <u>Plating</u> or, if none, in what manner compensated for.					
Knight-heads <u>and</u> Hawse Timbers <u>Angles &amp; Plating</u>					
Windlass <u>Patent</u> Pall Bitt					
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u>					
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line					
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>					
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (3/4 in.) diameter, averaging (1 1/2 ins.) from centre to centre.					
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3/8 ins.) from centre to centre.					
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1/16 thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3/8 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>					
Do. of <u>Two</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.					
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets (3/8 in.) diameter, averaging (3/8 ins.) from centre to centre.					
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>					
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1/16) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging (3/8 ins) from centre to centre.					
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of <u>Main</u> Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for <u>1/2</u> length amidships. Breadth of laps of plating in double Riveting ( <u>1 1/4</u> ) Breadth of laps of plating in single Riveting ( <u>2 1/4</u> )					
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>treble &amp; double</u>					
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) <u>Gutter</u>					
Beams of the various Decks, how secured to the sides? <u>Main Ends turned &amp; welded</u> No. of Breasthooks, <u>two</u> Crutches, <u>three</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>good</u>					
Manufacturer's name or trade mark, <u>Stockton &amp; Hartlepool Malleable Iron</u>					
I hereby certify that the above is a correct description of the several particulars therein given.					
Builder's Signature, <u>M. Barse</u> Surveyor's Signature, <u>W. J. ...</u>					

110450-0183

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed  
 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? Single pieces  
 Do the holes for riveting 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 plate and punched from the faying surfaces? Yes  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? Some in butts

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Main Mast 62'-9" x 18 1/2", Fore Mast 43'-9" x 18 1/2" S. Pine

1871 Rules

10009 Irons

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	210	1 1/2	40-40	210 1/2	40 1/2	Bowers ....	3	21-0-0	21-12-2-0	21	21 1/2
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	Same as Anchors		5-8	5-8	5-8	(State Machine where Tested, and name of Superintendent).	3	21-0-0	21-12-2-0	21	21 1/2
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	1 1/2				Stream ....	1	18-2-0	19-8-3-0	18	18 1/2
	Main Sails,	Hawser .....	90	1 1/2				Kedges .....	2	18-2-0	19-8-3-0	18	18 1/2
	Main Top Sails,	Towlines ....	90	1 1/2						18-2-0	19-8-3-0	18	18 1/2
	and	Warp .....	90	1 1/2						18-2-0	19-8-3-0	18	18 1/2
		All of good quality.	90	1 1/2						18-2-0	19-8-3-0	18	18 1/2

Her Standing and Running Rigging Wire sufficient in size and good in quality. She has two Long Boats and two others

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

Engine Room Skylights. How constructed? As casing from Main Deck How secured in ordinary weather? thick glass lights

What arrangements are there for deadlights in such for bad weather? thick glass lights

Coal Bunker Openings. How constructed? Bunker caps How are lids secured? Bars How high above deck? 8 in

Scuppers, &c. What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? 5 1/2" Scuppers & three ports

Cargo Hatchways. How formed? Iron comings 1/16" 12" above 2" State size 10' x 10' x 10' & 6' x 9'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Ball Beams 8" x 3/16" and double angles 3" x 3" x 1/16"

Hatches, themselves, whether strong and efficient? Yes Main Hatchways. State size 22' x 10'

Order for Special Survey No. 295 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date Sept 12 1871 Surveys held 2nd. On the plating during the progress of riveting

Order for Ordinary Survey No. \_\_\_\_\_ while building 3rd. When the beams were in and fastened, and before the decks were laid

Date \_\_\_\_\_ as per 4th. When the ship was complete, and before the plating was finally coated or cemented

No. 111 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,

Has Water Ballast Tanks in Fore & After Holds.  
 Plange plate 1/16 angle iron 3 1/2 x 3 1/2 x 1/16, fender plates 1/16 angle iron 2 1/2 x 2 1/2 x 1/16, knees 1/16, top of tanks 1/16.  
 The battle Ports in the sides of the Vessel do not cause the upper part of the Sheen strakes to be cut, and the Ports are sufficiently strengthened

*M. Searset*

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed As Awning deck and part double bottom

The amount of the Entry Fee ..... £ 50 : : is received by me,

Special ..... £ 5 : :  
 Certificate .... : :

(Travelling Expenses) I concur in the opinion that this vessel should be classed 20491

(if any) £

Committee's Minute 19<sup>th</sup> April 1872

Character assigned As Awning deck and part double bottom

90A1

As Awning deck and part double bottom

Setten dated 10th July & 1st September 1871

