

IRON SHIP.

No. 25 Survey held at Middleboro Date, First Survey 28th Dec^r 1841 Last Survey 19th Nov^r 1842
 On the Screw Steamer "Albatross" Yard Number 49 Master Middeboro
 Tonnage under Deck 1611.00 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. 138.00 SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Boop, or Raised Qr. Dk. 114.30 HARK BREADTH (moulded) 14.50
 Ditto of Houses on Deck 20.43 DEPTH from upper part of Keel to top of Upper Deck Beams 26.45
 Ditto of Forecastle 1813.44 GIRTH of Half Midship Frame (as per Rule) 39.50
 Gross Tonnage 53.92 1st NUMBER 83.45
 Less Crew Space 1459.84 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 16.45
 Less Engine Room 580.41 LENGTH 280
 Register Tonnage 1199.43 2nd NUMBER 21.890
 as out on Beam 1199.43 PROPORTIONS—Breadths to Length 8
 Depths to Length—Upper Deck to Keel under 15
 Main Deck ditto under 15
 Built at Middeboro
 When built 1842 Launched Sept. 18
 By whom built Backhouse & Co
 Owners Payne & Co
 Port belonging to London
 Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock

LENGTH in deck as per Rule 280 Breadth—Moulded 35 DEPTH top of Floors to Upper Deck Beams 25 Power of Engines 260 No. of Decks with flat laid two
 Do. do. Main Deck Beams 18 No. of Tiers of Beams three
 Dimensions of Ship per Register, length, 280.0 breadth, 35.0 depth, 26.5

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
Flat Keel Plates, breadth and thickness	36	11/16	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge increased thickness, and length applied	36	11/16
Flat Keel Plates, breadth and thickness	36	11/16	fin up. part of Bilge to lr. edge of Sh'rstrake	36	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	38	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Up. or Spar Dk Sh'rstrake, brdth & thickness	34	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Butt Straps to outside plating, breadth & thickness	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Lengths of Plating	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Shifts of Plating, and Stringers	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Angle Iron on ditto	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Tie Plates fore and aft, outside Hatchways	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Diagonal Tie Plates on Beams No. of Pairs, 5	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Planksheer material and scantling	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Waterways do. do.	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Flat of Upper Deck do.	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	How fastened to Beams	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Is the Stringer Plate attached to the outside plating?	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Angle Irons on ditto, No. 2	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Tie Plates, outside Hatchways	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Diagonal Tie Plates on Beams, No. of pairs 5	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Waterways materials and scantlings	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Flat of Middle Deck do. do.	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	How fastened to Beams	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Is the Stringer Plate attached to the outside plating?	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Angle Irons on ditto, No. 2	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Stringer or Tie Plates, outside Hatchways	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Flat of Lower Deck	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Ceiling betwixt Decks, thickness and material in hold do. do.	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Main piece of Rudder, diameter at head do. at heel	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Can the Rudder be unshipped afloat?	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Bulkheads No. 1 Thickness of	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Height up	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	How secured to sides of ship	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Size of Vertical Angle Irons 3 x 3 1/2 and distance apart 30 ins.	120	11/16
Flat Keel Plates, breadth and thickness	36	11/16	Are the outside Plates doubled two spaces of Frames in length?	120	11/16

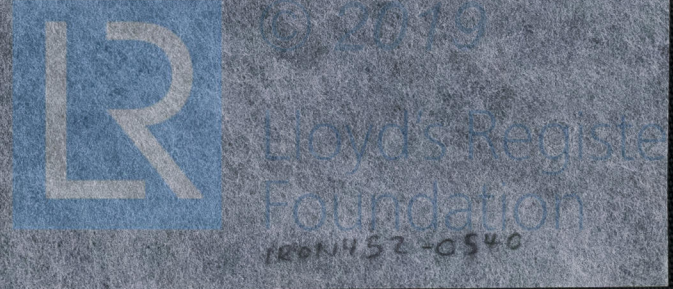
Transoms, material. Knight-heads. Hawse Timbers. Angled Plating
 Windlass Patent Ball Bitt Patent

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 1/8 in. Rivets, about 4 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main Deck and to Upper Deck
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of two Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted 1/2 length amidships.
 Breadth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 1 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam ends turned & welded No.
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating?
 Manufacturer's name or trade mark, Robinson & Co & Sonsfield

The above is a correct description.
 Builder's Signature, Robinson & Co Surveyor's Signature,



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
Are the fillings between the ribs and plates solid single pieces? Solid pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? Some in Butts

Masts, Bowsprit, Yards, &c., are Iron &c. in good condition, and sufficient in size and length. If of Iron or Steel give 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 One Mast 82' x 25" plates 1/16" Main Mast 44' x 16" x 8" Mast doubled in way of deck, beams double and butts triple riveted
Main Mast 68' x 14" P.O.
10883. Iron

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Test req'd per Rule.
SAILS.												
CABLES, &c.												
No.	Fore Sails,	Chain	300	1 1/2	59-2-0-0	1 1/2	Bowers	3	32-1-11	30-8-0-11	32	30-2-0
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)	Staffordshire Public Chain & Anchor Co.				(Machine where Tested, date, and name of Superintendent.)					
	Fore Topmast Stay Sails	Hempen Stream	30	1 1/2	59-2-0-0	1 1/2	Stream	1	12-1-3	10-8-0-11	12	10-2-0
	Main Sails,	Cable	90	1 1/2	59-2-0-0	1 1/2						
	Main Top Sails,	Hawser	90	1 1/2	59-2-0-0	1 1/2						
		Towlines	90	1 1/2	59-2-0-0	1 1/2						
		Warp	90	1 1/2	59-2-0-0	1 1/2						
		quality	good									

Standing and Running Rigging fine & strong, sufficient in size and good in quality. She has two large Boats and two others
The Windlass is good Capstan good and Rudder and Pumps (3 of Metal) good

Engine Room Skylights.—How constructed? 1/16" Iron casing & fine skylight How secured in ordinary weather? Strong glass & grating
What arrangements for deadlights in bad weather? Strong glass & grating

Coal Bunker Openings.—How constructed? Iron Sides How are lids secured? Bars Height above deck? 6 ins

Scuttles, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Eight scuppers & six ports

Cargo Hatchways.—How formed? 1/16" Iron comings

State size Main Hatch 20' x 8' x 11' 10" Forehatch 12' x 9' x 10" Quarterhatch 14' x 10' x 11'

If of extraordinary size, state how framed and secured? Beams 8' x 8' with double angles on upper edge 2 1/2' x 2 1/2'

What arrangement for shifting beams? Beams 8' x 8' with double angles on upper edge 2 1/2' x 2 1/2'

Hatches, If strong and efficient? Yes

Order for Special Survey No. 115 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date 10th Jan^y 1892 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. 79 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks,
Has a Raised Quarter Deck.—Frames to top height. Beams 5' x 3 1/2' x 2 1/2' x 5/16". Stringer on side 30' x 1 1/2'. Angles on side 4' x 4' x 5/16". Side plate 12' x 8'. Plating 9/16". Deck 3 1/2" U.S. fastened with 9/16" b. S.S. B.
Break of Raised Quarter deck strengthened by one longitudinal stake being doubled 26 ft. before and 26 feet abaft the break, sheerstake increased in thickness the main deck stringer plate runs 18 ft. abaft the break. Double angle now 5' x 4' x 5/16" fitted extending from aft to 30 feet before the break under main deck stringer plate, the bulwark plating doubled for 14' x 10' with plates 9/16" an angle now fitted and welded to bulwark at break. Butts triple riveted.
Has a Foregallant Toncaster.—Frames to top height. Beams 5' x 3 1/2' x 2 1/2' x 5/16". Stringer on side 30' x 1 1/2'. Side plate 10' x 8'. Plating 9/16". Deck 3 1/2" fastened with 9/16" b. S.S. B.

Bucknurd & Co

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

How are the surfaces preserved from oxidation? Inside By cement & paint Outside Paint

I am of opinion this vessel is received by me, Dec 20th Dec 1892 Gen. Comr.

See Secretaries Letters dated 9 Dec 1891 - 10 Dec 1891 - 13 Dec 1891

is received by me, Dec 20th Dec 1892 Gen. Comr.

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