

# IRON SHIP.

No. 10647 Survey held at Sunderland Date, First Survey March 26 1872 Last Survey July 24 1873  
On the Screw Steamer Albion Tonnage 657.47 Master James Hunter

TONNAGE under Deck 657.47

Ditto of Third, Spar, or Awning Deck. 177.62

Ditto of Poop, or Raised Quarter Deck. 2.90

Ditto of House on Deck. 18.42

Ditto of Forecastle 856.41

Gross Tonnage 28.61

Less Crew Space 274.05

Less Engine Room 553.75

Register Tonnage (as put on Beam)

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 14.5

DEPTH from upper part of Keel to top of Upper Deck Beams 17.16

GIRTH of Half Midship Frame (as per Rule) 28.35

1st NUMBER 60.01

1st NUMBER if a THREE-DECKED VESSEL deduct 7 feet

LENGTH 204

2nd NUMBER 123.42

PROPORTIONS—Breadths to Length 7

Depths to Length—Upper Deck to Keel 11

Main Deck ditto

Built at Sunderland

When built 1872 Launched 5 Oct 1872

By whom built Osbourne, Graham & Co

Owners James Hunter

Port belonging to South Shields

Destined Voyage not fixed

If Surveyed while Building, Afloat, or in Dry Dock.

Whilst Building

LENGTH on deck as per Rule 204 Breadth Moulded 29 DEPTH top of Floors to Upper Deck Beams 15 Power of Engines 90 N°. of Decks with flat laid one N°. of Tiers of Beams one

Dimensions of Ship per Register, length, 204.5 breadth, 29.2 depth, 15.75

KEEL, depth and thickness 4 1/2 x 2 3/8

STEM, moulding and thickness 7 1/2 x 2 3/8

STERN-POST for Rudder do. do. 7 x 4 3/4

for Propeller 22 ins

Distance of Frames from moulding edge to moulding edge, all fore and aft 22

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3

Do. for 1/4 at each end 3 1/2 x 3

REVERSED FRAMES, Angle Iron 3 x 2 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 15

thickness at the ends of vessel 7

depth at 3/4 the half-bdth. as per Rule 30

height extended at the Bilges twice width depth

BEAMS, Upper, Spar, or Awning Deck 7 x 7

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 7

BEAMS, Main or Middle Deck 7 x 7

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 7

BEAMS, Lower Deck, Hold or Orlop 7 x 7

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 7

BEAMS, Upper, Spar, or Awning Deck 7 x 7

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 7

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Flat Keel Plates, breadth and thickness 36

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 9

of doubling at Bilge, or increased thickness, and length applied 30

fm up. part of Bilge to lr. edge of Sh'rstrake 9

Main Sheerstrake, breadth and thickness 7

of d'bling at Sh'rstrake, & length applied 11

from Mn. to Up. or Spar Dk. Sh'rstrake. 37 1/2

Up. or Spar Dk Sh'rstrake, brdth & thickns 11

Butt Straps to outside plating, breadth & thickness 8 1/2 x 6 1/2

Lengths of Plating 5 spaces of frames

Shifts of Plating, and Stringers 2 spaces of frames

Gunwale Plate on ends of Awning, Spar, or 40

Upper Deck Beams, breadth and thickness 24

Angle Iron on ditto 4 x 4 x 7

Tie Plates fore and aft, outside Hatchways 10

Diagonal Tie Plates on Beams No. of Pairs, nil

Planksheer material and scantling Butter gunwale

Waterways do. do. 3 1/2 yellow pine

Flat of Upper Deck do. do. How fastened to Beams

Stringer Plate on ends of Main or Middle Deck Galvanized Iron

Beams, breadth and thickness Screw bolts and nuts

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 3

Tie Plates, outside Hatchways 4 x 4 x 7/16 x 3 1/2 x 7

Diagonal Tie Plates on Beams, No. of pairs 3 1/2 x 3 1/2 x 7

Waterways materials and scantlings 26 1/2

Flat of Middle Deck do. do. 20

How fastened to Beams 20

Stringer Plates on ends of Lower Deck, Hold or 26 1/2

Orlop Beams 20

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 3

Stringer or Tie Plates, outside Hatchways 4 x 4 x 7/16 x 3 1/2 x 7

Flat of Lower Deck 20

Ceiling betwixt Decks, thickness and material 13/4 battens

in hold do. do. 2 x 2 1/2 battens

Main piece of Rudder, diameter at head 5

do. at heel 3

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 Thickness of 4/16

Height up Upper deck

How secured to sides of ship between double frames

Size of Vertical Angle Irons 3 x 2 1/2 x 3/4 and distance apart 30 ins.

Are the outside Plates doubled two spaces of Frames in length? Yes

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron, Patent's path Pall Bitt Iron

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend near middle line to stringer in hold and to gunwale alternately

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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of 2 Strakes at Bilge for 12 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 3/4 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 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 for 1/2 length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble & double

Waterway, how secured to Beams Gutter gunwale (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Runned down ends No. of Breasthooks, 3 Crutches, 2 transoms

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Chambers by Houston M. S. Co

Manufacturer's name or trade mark, Plates &c Houston M. S. Co

The above is a correct description.

Builder's Signature, Osbourne & Graham & Co Surveyor's Signature, S. Martin

IRON 454-0353



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? Yes  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes very well  
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? A few

Masts, Bowsprit, Yards, &c., are of wood and 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

11586 Iron

Vessel commenced previous to July 1872

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
13466		270	15 1/2	34	1 1/16	34	Bowers	1	14.2.20	16.5.2.14	16.3.0	18.0.0.0
12755		one sample tested to 26 tons and found to strain for 15% makes R.W.C. and depends on joint flatness Test Master					(Machine where Tested, date, and name of Superintendent.)	1	16.3.26	18.5.0.0	16.3.0	18.0.0.0
1 drive Complete and	Fore Sails,	Chain	Rodgers patent anchor, made R.W.C. signed John Hartwell Test Master					1	16.3.0	18.0.2.14	14.0.24	15.17.20
	Fore Top Sails,	Hempen Stream	Stream					1	7.0.2		7.0.0	
	Fore Topmast Stay Sails,	Cable	80	7								
	Main Sails,	Hawser chain	60	18								
	Main Top Sails,	Towlines	90	8								
		Warp	70	5			Kedges	1	3.2.0		3.2.0	
		quality	good					1	1.3.14		1.3.0	

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has 2 Long Boats and 2 others

The Windlass is Hartfield Porter's pat. Capstan and Rudder and Pumps 2 Metal & wood

Engine Room Skylights.—How constructed? Leak framing on Poop How secured in ordinary weather? Thumb Screws

What arrangements for deadlights in bad weather? Leak shutters with thick glass of circular form, fitted

Coal Bunker Openings.—How constructed? wood scuttles How are lids secured? Hotch Bar Height above deck? 6 ins

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Scuppers and 3 Ports on each side

Cargo Hatchways.—How formed? Iron plate Cornings and Headbedges

State size Main Hatch 21' 10" x 10' x 30" high Forehatch 7' 4" x 10' 8" x 30" high Quarterhatch 18' x 8' x 12" high

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? Yes

Order for Special Survey No. 2346 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought. Build under 1st  
Date 27th June 1872 Surveys held 2nd. On the plating during the progress of riveting and surveyed 1872 Mch 26 Apl 3 20 23 26 30 May 24 10 14 17 20 25  
Order for ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid 20 30 June 4 6 8 11 13 15 18 21 25 July 1 5 10 16 24 Aug 1 4 7 14 26  
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented 24 30 Sep 14 10 17 21 24 Oct 2 3 12 29 Nov  
No. 11 in builder's yard. Section 18. 5th. After the ship was launched and equipped 6 12 18 25 Jan 28 Feb 4 5 11 14 17 20 22 Mch 6 8 24 June 16 July 24

General Remarks, This vessel is constructed with a full poop and top-gallant fore-castle the Poop including the covering in of Engine & Boiler spaces, is about 119 ft in length, and the Fore-castle about 24 ft in length. A ballast-tank is fitted in the after hold, extending from Engine-room bulkhead, aft, to within 3 spaces of frames of the after bulkhead about 55 ft, and one in the fore hold, extending from foremost Bulkhead of Engine-room forward, about 44 feet in length, constructed in the usual manner with longitudinal girders, as per Section, with bracket-plates below & angle iron knees above, as compensation for cutting the reverse bars in way of Tanks at side.

State if one, two or three decked vessel, or if spar or running decked, and lengths of poop, fore-castle or raised quarter-deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to upper turn Outside 3 Coats of paint

I am of opinion this Vessel should be Classed GOAT pt Bixes, and paint above

The amount of the Entry Fee ... £ 5 : - is received by me,

Special ... £ 41 : 8 : -

Certificate ...

(Travelling Expenses)  
(if any) £

Committee's Minute 8th August 1873

Character assigned GOAT 1 Adm M. C.

James Gibson 2019  
This vessel is classed GOAT  
Lloyd's Register  
Foundation  
7/8/73