

Nwc. Report No. 14930

IRON SHIP.

Rev 21/7/80 27222
Last Survey 15 July 1880

No. Survey held at *North Shields* Date, First Survey

On the *Scw. S.S. "Alster"* Master *Mance*

TONNAGE under Tonnage Deck *688*
Ditto of Third, Spar, or Awning Deck.
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *709*
Less Crew Space

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
HALF BREADTH (moulded) *14.20* Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams *17.83*
GIRTH of Half Midship Frame (as per Rule) *28.53*
1st NUMBER *6086*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet
LENGTH *198*
2nd NUMBER *12050*
PROPORTIONS—Breadths to Length *6.9*
Depths to Length—Upper Deck to Keel *11.10*
Main Deck ditto

Built at *Newcastle*
When built *1867* Launched *March /67*
By whom built *Schlesinger &*
Owners *Powley, Thomas & Co.*
Port belonging to *Cardiff*
Destined Voyage *Cardiff*
If Surveyed while Building, Afloat, or in Dry Dock.

Official Number

Less Engine Room
Register Tonnage as cut on Beam *577*

LENGTH on deck as per Rule *198* Feet. *198* Inches. BREADTH—Moulded... *28* Feet. *4 1/2* Inches. DEPTH top of Floors to Upper Deck Beams *16* Feet. *4* Inches. Do. do. Main Deck Beams... Power of Engines *80* Horse. N° of Decks with flat laid *One* N° of Tiers of Beams *two*

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>2 x 2 3/4</i>	<i>8 x 2 3/8</i>								
STEM, moulding and thickness	<i>7 x 2 3/4</i>	<i>7 x 2 3/8</i>								
STERN-POST for Rudder do. do.	<i>8 1/8 x 4 3/4</i>	<i>7 x 4 3/4</i>								
" " for Propeller	<i>8 1/8 x 4 3/4</i>	<i>7 x 4 3/4</i>								
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>21</i>	<i>22 mo</i>								
FRAMES, Angle Iron, for 3/4 length amidships	<i>4 3/4</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3</i>	<i>7</i>				
Do. for 1/2 at each end	<i>4 3/4</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3</i>	<i>7</i>				
REVERSED FRAMES, Angle Iron	<i>3 2 3/4</i>	<i>3 2 1/2</i>	<i>6</i>	<i>3 2 1/2</i>	<i>6</i>					
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>18</i>	<i>17 1/2</i>	<i>8</i>							
" thickness at the ends of vessel	<i>7</i>	<i>7</i>								
" depth at 3/4 the half-bdth. as per Rule	<i>7</i>	<i>7</i>								
" height extended at the Bilges	<i>twice midship depth</i>									
BEAMS, Upper, Spar, or Awning Deck	<i>7</i>	<i>6 1/2</i>	<i>6</i>							
Single or double Angle Iron on Upper edge	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>6</i>				
Average space	<i>alternate frames</i>									
BEAMS, Main, or Middle Deck	<i>7</i>	<i>7</i>	<i>7</i>							
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>				
Single or double Angle Iron, on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>				
Average space	<i>2 1/2 x 4 frames alternately</i>									
BEAMS, Lower Deck, Hold, or Orlop	<i>7</i>	<i>7</i>	<i>7</i>							
Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>				
Single or double Angle Iron on Upper Edge	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>				
Average space	<i>2 1/2 x 4 frames alternately</i>									
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	<i>21</i>	<i>9</i>	<i>13</i>	<i>10</i>						
" Rider Plate	<i>9</i>	<i>10</i>								
" Bulb Plate to Intercostal Keelson	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>				
" Angle Irons	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>				
" Double Angle Iron Side Keelson										
" Side Intercostal Plate										
" do. Angle Irons										
" Attached to outside plating with angle iron										
BILGE Angle Irons	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>				
" do. Bulb Iron										
" do. Intercostal plates riveted to plating for length										
BILGE STRINGER Angle Irons	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>7</i>				
Intercostal plates riveted to plating for length										
SIDE STRINGER Angle Irons										
Transoms, material. Knight-heads. Hawse Timbers.										
Windlass Pall Bitt										

Flat Keel Plates, breadth and thickness ... *31* Inches. *9* 16ths. *32* Inches. *9* 16ths.

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges *8* *alternately*

" of doubling at Bilge, or increased thickness, and length applied ... *8 x 7*

" in up. part of Bilge to Ir. edge of Sh'rstrake. *7 x 6* *alternately*

" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. *30* *10* *36* *10*

" Up. or Spar Dk Sh'rstrake, brdth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating ...

Shifts of Plating, and Stringers ...

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... *28 1/2* *10* *44* *8*

Angle Iron on ditto ... *4 1/2 x 3 1/2 x 7* *4 1/2 x 3 1/2 x 7*

Tie Plates fore and aft, outside Hatchways ... *10 1/2* *8* *10* *8*

Diagonal Tie Plates on Beams No. of Pairs ... *10 1/2* *8* - -

Planksheer material and scantling ... *gutter gunwale*

Waterways do. do. ... *yellow pine*

Flat of Upper Deck do. do. ... *3 1/2* *yellow pine*

How fastened to Beams ...

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...

Is the Stringer Plate attached to the outside plating? *No*

Angle Irons on ditto, No. ...

Tie Plates, outside Hatchways ...

Diagonal Tie Plates on Beams, No. of pairs ...

Waterways materials and scantlings ...

Flat of Middle Deck do. do. ...

How fastened to Beams ...

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... *2 1/2* *8* *27* *7*

Is the Stringer Plate attached to the outside plating? *No*

Angle Irons on ditto, No. ... *4 1/2 x 3 1/2 x 7/16* *4 1/2 x 3 1/2 x 7/16*

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

Flat of Lower Deck ...

Ceiling betwixt Decks, thickness and material ... *3/2 Baltic pine*

" in hold do. do. ...

Main piece of Rudder, diameter at head ...

do. at heel ...

Can the Rudder be unshipped afloat?

Bulkheads No. *5* Thickness of *6/16* *5/16*

" Height up *to upper deck*

" How secured to sides of ship *double frames*

" Size of Vertical Angle Irons and distance apart ins.

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

The FRAMES extend in one length from *the Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5 1/2* apart.

The REVERSED ANGLE IRONS on floors and frames extend *middle line to* and to *alternately*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *And butts properly shifted?*

PLATING. Garboard, double riveted to Keel, with rivets *in diameter, averaging ins. from centre to centre.*

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *in diameter, averaging ins. from centre to centre.*

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *in diameter averaging ins. from centre to centre.*

" Butts of Strakes at Bilge for *length, treble riveted with Butt Straps thicker than the plates they connect.*

" Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *in diameter, averaging ins. from cr. to cr.*

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *in diameter, averaging 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 length amidships.*

" Butts of Main Stringer Plate, treble riveted for *length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.*

" Breadth of laps of plating in double riveting *Breadth of laps of plating in single riveting*

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

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

Beams of the various Decks, how secured to the sides? No. of Breasthooks, Crutches,

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, Surveyor's Signature *James Gibson* Lloyd's Register of British and Foreign Shipping.

8250-563M021

3000 (17/16/78)

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

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

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

27222 Jan

Masts, Bowsprit, Yards, &c., are in 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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
N ^o .	SAILS.						Bower Anchors					
	Fore Sails,	CABLES, &c.					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Chain					Stream	...				
	Fore Topmast Stay Sails,	Iron Str'm Chain					Kedge	...				
	Main Sails,	Ditto do.					Ditto	...				
	Main Top Sails, and	Hmpn Strm Cbl										
		Hawser										
	Towlines											
	Warp											
	quality											

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..
No. in builder's yard.		5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) At the request of the owners we have compared the scantlings of this vessel with the requirements of the rules for the 80 A grade and find that they are generally in excess of the requirements of the present rules; The upper deck stringer plates are rather less in breadth, but they are 3/16 thicker and she has diagonal ties in addition to the fore & aft ties, and one strake of topside plating next below the sheerstrake has been doubled with 3/16 plating for about half length amidships. A double bottom is fitted from the foremost bulkhead of engine room, forward for about 117 feet

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

How are the surfaces preserved from oxidation? Inside Portland cement to upper Outside 2 coats of paint

I am of opinion this Vessel should be Classed 80A.I. turn of Belges & paint above

The amount of the Entry Fee ... £ ... is received by me, }
 Special ... £ ... 187- }
 Certificate ... £ ...

(Travelling Expenses, if any, £ ...)

Committee's Minute Friday, July, 30th 1880

Character assigned

James Lubbock Davids
 Surveyor to Lloyd's Register of British and Foreign Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.