

# IRON SHIP.

No. *111.95* Survey held at *Deptford* Date, First Survey *31<sup>st</sup> Aug<sup>5</sup>* Last Survey *2<sup>nd</sup> Dec<sup>r</sup>* 188*1*

On the *Screw Propelled "Albata"*

TONNAGE under  
Tonnage Deck }  
Ditto of Third Spar,  
or Awning Deck }  
Ditto of Poop, or  
Raised Or. Dk. }  
Ditto of Houses  
on Deck }  
Ditto of Forecastle  
Gross Tonnage }  
Less Crew Space }  
Less Engine Room }  
Register Tonnage  
as out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) ... *8.2 1/2*  
Depth from upper part of Keel to top of Upper Deck Beams ... *10.1 1/2*  
Girth of Half Midship Frame (as per Rule) ... *16.9*  
1st Number ... *35.1*  
1st Number, if a 3-Decked Vessel .. deduct 7 feet  
Length ... *100*  
2nd Number ... *3570*  
Proportions— Breadths to Length... *Under 6*  
Depths to Length—Upper Deck to Keel... *10*  
Main Deck ditto ...

Master *E. Wildbur*  
Built at *Deptford*  
When built *1881* Launched *25<sup>th</sup> Oct*  
By whom built *W. Walker & Co*  
Owners *R. Symons*  
Residence  
Port belonging to *London*  
Destined Voyage *Albata*  
If Surveyed while Building, Afloat, & in Dry Dock.

LENGTH on deck as per Rule ... *100* Feet. Inches. BREADTH Moulded... *16 5* Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... *10 1 1/2* Feet. Inches. Power of Engines ... Horse. No. of Decks with flat laid No. of Tiers of Beams

Dimensions of Ship per Register, length, *101.5* breadth, *16.4* depth, *9.2*

KEEL, depth and thickness ... *6 x 1 1/2* Inches in Ship. Inches per Rule.  
STEM, moulding and thickness... *6 x 1 1/4*  
STERN-POST for Rudder do. do. ... *6 x 2 1/2*  
" for Propeller ... *6 x 2 1/2*  
Distance of Frames from moulding edge to moulding edge, all fore and aft ... *20*

FRAMES, Angle Iron, for 1/2 length amidships ... *2 1/2 x 2 1/2* Inches in Ship. Inches per Rule.  
Do. for 1/4 at each end ... *2 1/2 x 2 1/2*

REVERSED FRAMES, Angle Iron ... *2 1/2 x 2 1/2*  
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... *11*  
thickness at the ends of vessel ... *5*  
depth at 1/2 the half-bdth. as per Rule ... *6*  
height extended at the Bilges... *2 1/4*

BEAMS, Upper, Spar, or Awning Deck }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper edge }  
Average space... *3 ft 4 ins*

BEAMS, Main, or Middle Deck }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper Edge }  
Average space... *3 ft 4 ins*

BEAMS, Lower Deck }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper Edge }  
Average space... *3 ft 4 ins*

BEAMS, Hold, or Orlop }  
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }  
Single or double Angle Iron on Upper Edge }  
Average space... *3 ft 4 ins*

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates ... *14*  
Rider Plate ... *3*  
Bulb Plate to Intercoastal Keelson ... *3*  
Angle Irons *Upper Flower* ... *3*  
Double Angle Iron Side Keelson ... *3*  
Side Intercoastal Plate ... *3*  
do. Angle Irons ... *3*  
Attached to outside plating with angle iron

BILGE Angle Irons ... *3*  
do. Bulb Iron ... *3*  
do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons ... *3*  
Intercoastal plates riveted to plating for length

SIDE STRINGER Angle Irons ... *3*

The FRAMES extend in one length from *Keel* to *Gunwale*  
The REVERSED ANGLE IRONS on floors and frames extend *across middle line from bilge* and to *bilge*  
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 *3/4* in. diameter, averaging *3* 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 1/2* ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* 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 *3/4* in. diameter, averaging *2 1/2* ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *2 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 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 *4* Breadth of laps of plating in single riveting *2 1/2*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *3* Crutches, *2*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
Manufacturer's name or trade mark, *Auckland*  
The above is a correct description.  
Builder's Signature, *W. Walker & Co*

Flat Keel Plates, breadth and thickness ... *30* *9 1/2* *30* *9 1/2*  
PLATES in Garboard Strakes, br'dth & thickness ... *7 1/2* *2 1/2* *7 1/2* *2 1/2*  
From Garboard to upper part of Bilges... *6 1/2* *6 1/2*  
Of d'bling at Bilge, or increased thickness, and length applied  
From up. prt of Bilge to Ir. edge of Sh'rstrake... *6 1/2* *6 1/2*  
Main Sheerstrake, breadth and thickness... *29 1/2* *7 1/2* *30* *7 1/2*  
Of d'bling at Sh'str. & lng. applied  
From M. n. to Upr. or Spar Dk. Sh'rstrake...  
Up. or Spar Dk Sh'rstrake, br'dth & thickness...  
Butt Straps to outside plating, breadth & thickness *9 1/2* *9 1/2* *8 1/2* *9 1/2*  
Lengths of Plating *10 feet* *8 ft 4 ins*  
Shifts of Plating, and Stringers *2 spaces*  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... *2 1/2* *6* *2* *6*  
Angle Iron on ditto ... *3 x 3 x 6* *3 x 3 x 6*  
Tie Plates fore and aft, outside Hatchways *7 1/4* *6* *none*  
Diagonal Tie Plates on Beams No. of Pairs  
Flat of Up., Spar, or Awning Dk.\* *5 1/2* *3* *3*  
How fastened to Beams ... *Not Horew bolts*  
Stringer Plate on ends of Main or Middle Deck }  
Beams, breadth and thickness ... }  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Tie Plates, outside Hatchways ...  
Diagonal Tie Plates on Beams, No. of pairs  
Flat of Middle Deck\* do. do.  
How fastened to Beams  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ...  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No.  
Stringer or Tie Plates, outside Hatchways  
Flat of Lower Deck\*  
Ceiling betwixt Decks, thickness and material ...  
in hold do. do. *Base* *2* *2*  
Main piece of Rudder, diameter at head ... *3 1/2* *3 1/2*  
do. at heel ... *2 1/4* *2*  
Can the Rudder be unshipped afloat? *Yes*  
Bulkheads No. *4* No. per Rule *4*  
Thickness of *4/6*  
Height up *Deck*  
How secured to sides of ship *3 by double frames & one with single frames & bracket keels*  
Size of Vertical Angle Irons *2 1/2 x 2 1/2 x 5/8* and distance apart *30* ins.  
Are the outside Plates doubled two spaces of Frames in length?

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

8110-12920



Workmanship.

Are the butts of plating planed or otherwise fitted?

planed

40965 Lon

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 with single 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?

no

Masts, Bowsprit, Yards, &c., are *Pine* 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

Pole masts - main mast 55' x 10 1/2"  
Fore - 58 x 11

Retention Public Market 22 Nov 81  
D.E. Lewis Superintendent

NUMBER for EQUIPMENT 3570

SAILS.	CABLES, &c.
No.	Chain
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)
Fore Top Sails,	Iron Stream Chain
Fore Topmast Stay Sails,	or Steel Wire ..
Main Sails,	or Hempen Strm } Cable
Main Top Sails,	Towline, Hemp.
and	or Steel Wire ..
	Hawser
	Warp
	quality

Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Suprntdt.
60	1 1/16	8 1/2 12 3/4	120 1 1/16	
60 1/2	1 1/16	do		
45	3/16	3 1/2 6 1/2	9 1/16	
90	6	75	5 1/2	
90	9 1/2			
90	3 1/2	90	3	

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	Wght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors					
(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
Stream Anchor	1	0-3-9		0-3-0	
Kedge	1	0-2-7		0-2-0	
2nd Kedge					

Standing and Running Rigging *colored Hemp* sufficient in size and *Good* in quality. She has *a life* Long Boat and *a big*

The Windlass is *Iron Patent* Capstan and Rudder *Good* Pumps *2 ho*

Engine Room Skylights. How constructed? *Iron covers 18" high* How secured in ordinary weather?

What arrangements for deadlights in bad weather? *Deadlight fitted over skylight*

Coal Bunker Openings. How constructed? *Iron iron frames* How are lids secured? *by bars & screws* Height above deck? *flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *2 side Ports and 3 scuppers*

*Each side*

Cargo Hatchways. How formed? *Iron plates*

State size Main Hatch Fore hatch *7ft 6" x 6ft* Quarter hatch *7ft 6" x 6ft*

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

Special Survey

General Remarks (State quality of workmanship, &c.)

This Vessel is well built and as per approved *midship* section, accompanying this Report - She has very nearly an iron deck as will be seen by the Deck plan attached - and is eligible to be classed as recommended below

State if *one, two, or three decked vessel*, or if *spar*, or *awning decked*; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement coating & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ 2 : - : - is received by me, *W. M. C. Davely*  
Special ... £ 5 : 16 : - 10/12/ 1881

Certificate ... : " : "  
(to be sent as per margin).  
Travelling Expenses, if any, £  
Committee's Minute *8th December* 1881

Character assigned *100 A. 1.*

*one Deck*

Surveyor to Lloyd's Register of British and Foreign Shipping.  
This vessel has been built in accordance with the approved drawings and the Rules and appears eligible to be classed  
*100 A. 1. as recommended*

Lloyd's Register  
Foundation