

IRON SHIP.

No. *6008* Survey held at *Glasgow* Date, First Survey *25th April 1882* Last Survey *16th February 1883*

On the *S.S. "Crown"*

Master *Alexander*

Built at *Paisley*

When built *1882* Launched *28th Nov^r 82*

By whom built *H. McAlister & Co.*

Owners *West Port Colliery Co.*

Residence *Dunedin*

Port belonging to *New Zealand*

Destined Voyage *New Zealand*

Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck *356.20*

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Qr. Dk. *68.69*

Ditto of Houses on Deck *2.65*

Ditto of Forecastle *8.03*

Gross Tonnage *428.02*

Less Crew Space *25.65*

Less Engine Room *144.98*

Register Tonnage as cut on Beam *283.04*

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) *15.80*

Depth from upper part of Keel to top of Upper Deck Beams *12.55*

Girth of Half Midship Frame (as per Rule) *22.65*

1st Number *48.00*

2nd Number *8.104*

Proportions— Breadths to Length *6.49*

Depths to Length— Upper Deck to Keel *13.6*

Main Deck ditto

LENGTH on deck as per Rule *168.84* **BREADTH** Moulded *26* **DEPTH** top of Floors to Upper Deck Beams *11.3* **Power of Engines** *70* **Horse.** *70* **N^o. of Decks with flat laid** *1* **N^o. of Tiers of Beams** *1+2 under R.A.D.*

Dimensions of Ship per Register, length, *170.2* breadth, *26.1* depth, *11.25*

KEEL, depth and thickness *6 1/2 x 1 7/8*

STEM, moulding and thickness *6 1/2 x 3 3/4*

STERN-POST for Rudder do. do. *6 1/2 x 3 3/4*

" " for Propeller *6 1/2 x 3 3/4*

Distance of Frames from moulding edge to moulding edge, all fore and aft *21"*

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

Do. for 1/3 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 *1 3/4*

" thickness at the ends of vessel *6 3/4*

" depth at 3/4 the half-bdth. as per Rule *27*

" height extended at the Bilges *27*

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron on Upper edge *5 x 3*

Average space *21*

BEAMS, Main, or Middle Deck Single or double Angle Iron on Upper edge *5 x 3*

Average space *21*

BEAMS, Lower Deck Single or double Angle Iron on Upper edge *5 x 3*

Average space *21*

BEAMS, Hold, or Orlop under R.A.D. Single or double Angle Iron on Upper edge *7 x 7*

Average space *10 ft. frame*

KEELSONS Centre line, single or double plate, box, or intercostal, Plates *8*

" Rider Plate *7 1/2*

" Bulb Plate to intercostal Keelson *3 1/2 x 3*

" Angle Irons *3 1/2 x 3*

" Double Angle Iron Side Keelson *3 1/2 x 3*

" Side intercostal Plate *3 1/2 x 3*

" do. Angle Irons *3 1/2 x 3*

" Attached to outside plating with angle iron *3 1/2 x 3*

BILGE Angle Irons *3 1/2 x 3*

" do. Bulb Iron *6*

" do. Intercostal plates riveted to plating for length *3 1/2 x 3*

BILGE STRINGER Angle Irons *3 1/2 x 3*

" Intercostal plates riveted to plating for length *3 1/2 x 3*

SIDE STRINGER Angle Irons *3 1/2 x 3*

The **FRAMES** extend in one length from *Keel* to *Gunwale*

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to *Bilge Stringer* 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 *7/8* 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* ins. from centre to centre.

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

" Butts of *2* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/6* 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 *3* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted—length amidships.

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for—length.

" Breadth of laps of plating in double riveting *4 1/2* *5 1/2* Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *5* Crutches, *4*

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

Manufacturer's name or trade mark, *Crossland*

The above is a correct description

Builder's Signature, *H. McAlister & Co.* Surveyor's Signature, *James D. Anderson*

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

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed*

6008 lbs.

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*

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? *Only a few.*

Masts, ~~Yards~~, 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

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.
SAILS.												
CABLES, &c.												
N ^o .	Chain	195	1 1/8	22-15-0-0	195-1 1/8		Bower Anchors					
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)											
Fore Sails,	Iron Stream Chain	60 1/2	3/4	15-2-2-0	60-3/4		6788	1	10-0-0	12-0-0-0	10-0-0	
Fore Top Sails,	or Steel Wire ..			10-2-2-0			6790	1	10-0-0	12-0-0-0	10-0-0	
Fore Topmast Stay Sails,	or Hempen Strm } Cable						6789	1	8-2-6	10-15-0-0	8-2-0	
Main Sails,	Towline, Hemp.	75	8	75	8		Rule 28-2-0 Collection	28-2-6				
Main Top Sails,	or Steel Wire ..						Stream Anchor	1	3-3-4	6.5-1-4	3-3-0	
and	Hawser	90	6	90	6		Kedge	1	1-3-14	4-4-21	1-3-0	
good	Warp						2nd Kedge	1	1-1-21		0-3-0	
	quality											

Standing and Running Rigging *W. H. & Manilla* sufficient in size and *good* in quality. She has *1* Life *Long* Boat and *another*

The Windlass is *Reid's patent* Capstan and Rudder *good* Pumps *3 Hand*

Engine Room Skylights. How constructed? *Plak on iron comings* How secured in ordinary weather? *With quadrants*

What arrangements for deadlights in bad weather? *Shutters & Gasproofings*

Coal Bunker Openings. How constructed? *Cast iron frames* How are lids secured? *with a clutch* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Open on R.D.D. 2 ports,*

2 Scuppers & mooring pipe on each side of Main deck

Cargo Hatchways. How formed? *of Iron*

State size Main Hatch *21 x 9 1/2 x 30* Forehatch *8 1/2 x 8 x 31* Quarterhatch *14 x 10 x 26 1/2*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Two dup web plates at Main Hatchway*

Hatches, If strong and efficient? *Yes. Solid. 3" thick*

Order for Special Survey No. <i>1752</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1882. April 25, May 10, 18, 22, 26, 31. June 2, 6, 13, 19.</i>
Date <i>10 April 1882</i>	2nd. On the plating during the process of riveting	<i>July 4, 13, 21, 25, August 8, 14, 21. Sept 4, 12, 22,</i>
Order for Ordinary Survey No. <i>1753</i>	3rd. When the beams were in and fastened, and before the decks were laid....	<i>Oct 2, 6, 11, 16, 20, 25, 31. Nov 4, 14, 21, 28. Dec 1, 6, 12, 18, 22,</i>
Date <i>21 April</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>26, 28. 1883 January 12, 19, 24, 26, 29. Feb 2, 5, 8, 9,</i>
No. <i>93</i> in builder's yard.	5th. After the ship was launched and equipped	<i>12, 16,</i>

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

Is finished in accordance with submitted and approved plans herewith enclosed
Double bottom tested to the load line also for & after peaks

State if one, two, or three decked vessel, or if open, or evening decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement & paint*

Outside *paint*

We are of opinion this Vessel should be Classed *100A1*

The amount of the Entry Fee ... £ *5: 0: 0* is received by me, *Mr Davidson*

Special ... £ *21: 8: 0* *14/21 1883*

Certificate ... *Gratis*

(Travelling Expenses, if any, £

Committee's Minute

Friday, 23rd February 1883.

Character assigned

Return tracing

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

Lloyd's Register Foundation