

STEEL IRON SHIP.

(Received at London Office,

No. 4434

Survey held at

Glasgow

Date, First Survey

26 May 1886

Last Survey 11 Dec.

1886

On the

Steel Barge "Alexander Lawrence"

TONNAGE under Tonnage Deck 1135.55
Ditto of Third, Spar, or Awning Deck.
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 1253.24
Less Crew Space 48.09
Less Engine Room
Register Tonnage as cut on Beam 1205.20

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAN OR AWINING DECKED VESSEL.
Half Breadth (moulded) 17.5
Depth from upper part of Keel to top of Upper Deck Beams 23.2
Girth of Midship Frame (as per Rule) 35.91
1st Number 76.61
1st Number, if a 3-Decked Vessel deduct 7 feet
Length 212.66
2nd Number 1629.18
Proportions— Breadths to Length 6.07
Depths to Length—Upper Deck to Keel 9.16
Main Deck ditto

Master C. Crowley—1886-1886.
Built at Dumbarton
When built 1886 Launched 30th Oct.
By whom built A. M. Millan & Son
Owners A. Lawrence Son & Co.
Residence 188, Helen's Place, London E.C.
Port belonging to London
Destined Voyage Sydney S. Australia.
If Surveyed while Building, or in Dry Dock.
Specially surveyed for building.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of De	h flat laid
on deck as per Rule	212	66	Moulded	35		Deck Beams	21	2 1/2	Engines		Nº. of T	Beams
Dimensions of Ship per Register, length,	226.0		breadth,	35.2		depth,	21.0					
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
" thickness at the ends of vessel												
" depth at 1/2 the half-bdth. as per Rule												
" height extended at the Bilges												
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												
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												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
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												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
Rider Plate												
Bulb Plate to Intercoastal Keelson												
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle												
BILGE Angle Irons												
do. Bulb Iron												
do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

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 across middle line to side keelsons & thence and to upper deck.
KEELSONS. Are the various lengths of Plates and Angles 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 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps thicker than the plates they connect. as per rules.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.
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 6 1/2, 5 1/2, 4 1/2. Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double. No. of Breasthooks, 7. Crutches, 16.
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild steel, tested as required.
Manufacturer's name or trade mark, Frames, reverse frames, floors & beams—Mossend; outside plating, Consell, Dalzell & Hardie; keelson angles—Hall'side.
The above is a correct description.
Builder's Signature, A. M. Millan & Son. Surveyor's Signature, J. Stanbury.
Surveyor to Lloyd's Register of British and Foreign Shipping.
ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

GLS152-0440

Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 7737 gl
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? *a few*

Masts, Bowsprit, Yards, &c., are *none* 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. *The lower masts and yards, also the lower topmast yards are constructed of steel (tested at the manufacturer's by dead load) as shown on the approved tracing herewith.*

NUMBER for EQUIPMENT 17378		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprintd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprintd.
SAILS.	CABLES, &c.						Bower Anchors	1	30.0.0	28.12.2.0	30	No. 15687
	Chain	270	1 1/2	77 1/2 x 55 1/2	270 - 1 1/2	No. 6416		2	30.0.0	28.12.2.0	30	No. 15685
	Fore Sails,	Tested at Sunderland, Sept. 9. Hartnolls						3	25.2.7	25.5.3.21	25 1/2	No. 15686
	Fore Top Sails,	75	1 1/2	23 1/2 x 15 1/2	75 - 1 1/2	No. 6417		Tested at Sunderland, Sept. 9. Hartnolls				
	Fore Topmast Stay Sails,	75	3 1/2	Black wire	90 - 10 1/2	Black & Nelson's	Stream Anchor	4	4.3.7	11.17.3.7	9 1/2	No. 15678
	Main Sails,	15	10 1/2	Manilla rope	90 - 9	Black & Nelson's	Kedge	5	4.3.14	7.5.0.0	4 3/4	No. 15679
	Main Top Sails,	90	9		90 - 5 1/2	of 1st for Nelson's	2nd Kedge	6	2.2.21	5.5.0.0	2 1/2	No. 15680
	and	90	5 1/2			Nelson's						
	quality	good and others.										

Standing and Running Rigging *galvanized wire* sufficient in size and *good* in quality. She has *1* Long Boat and *3* others

The Windlass is *Emerson's Walker's patent* Capstan *on fore-castle* and Rudder *good* Pumps *good*

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? *Three scuppers, four wash ports and two mooring pipes on each side.*

Cargo Hatchways.—How formed? *plate coverings.*

State size Main Hatch *15 ft. 3 in. x 10 ft.* Forehatch *7 ft. 8 in. x 6 ft.* Quarterhatch *7 ft. 8 in. x 6 ft.*

If of extraordinary size, state how framed and secured? *One iron shipping beam and three wood fore and afters in the main hatch. A wood fore and after in other hatches.*

What arrangement for shifting beams? *—*

Hatches, If strong and efficient? *yes, 3 in. solid.*

Order for Special Survey No. <i>2044</i>	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	<i>1886, May 26, June 4, 10, 22, 26, 29, July 2, 5, 9, 13.</i>
Date <i>14th May 1886</i>		2nd. On the plating during the process of riveting	<i>24, 27, 30, Aug 3, 6, 10, 13, 17, 20, 24, 27, 31, Sept. 2.</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>3, 6, 8, 9, 14, 17, 21, 23, 28, 30, Oct. 5, 8, 12, 14, 19, 20.</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>22, 25, 26, Nov. 2, 5, 26, 9, 10, 12, 16, 19, 23, 26, 30, Dec. 3.</i>
No. <i>275</i> in builder's yard.		5th. After the ship was launched and equipped	<i>7, 10, 14.</i>

State dates of letters respecting this case *13th May, 17th July, 21st Sept. 1886.*

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

This vessel has been built in accordance with the approved tracings (3. No.) herewith and in other respects in compliance with the rules. The workmanship and material are good throughout, and the steel used has been tested at the manufacturers as required by the Committee's circulars on steel. The fore peak has been filled with water and the bulkhead and outside proved watertight.

Length of poop 33 ft. and 3 feet overhang.
do. fore-castle 21 ft. and 3 feet 10 in. overhang.

State if one, two, or three decked vessel, or if spar, or awning 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 and paint.* Outside *paint.*

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

The amount of the Entry Fee£ *4* : - : - is received by me, *(Signature)*

Special£ *55* : 2 : 6 *8/12/ 1886*

(To be sent as per margin). Certificate ... *—*

(Travelling Expenses, if any, £ *—*).

Committee's Minute *FRIDAY 17 DEC 1886* 18

Character assigned *100 A. 1* *A & E* *2 Drs*

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

It is submitted that this vessel is worthy to be classed 100 A. 1 and recommended.

(Signature) 17/12/86

Lloyd's Register