

# STEEL SHIP.

13 Survey held at *Port Glasgow* Date, First Survey *19<sup>th</sup> Decr 1887* Last Survey *25<sup>th</sup> May 1888*  
*Steel Range* "Banklands" (41 visits)

GE under  
on Deck *1158.68*  
of Main, Spar,  
of Lower Deck,  
Ditto of Decks  
Raised Or. Dk. *46.73*  
Ditto of Houses  
on Deck *32.22*  
Ditto of Forecastle  
*1.71*  
Gross Tonnage *1239.34*  
Less Crew Space *42.38*  
Less Engine Room  
Register Tonnage  
as cut on Deam *1196.96*

ONE OR TWO DECKED, THREE DECKED VESSEL,  
SPAR OR AWNING DECKED VESSEL.  
Half Breadth (moulded) *18.1*  
Depth from upper part of Keel to top of Upper Deck Beams *24.2*  
Girth of Half Midship Frame (as per Rule) *56.3*  
1st Number *78.6*  
2nd Number *16820*  
Length *214*  
2nd Number *16820*  
Proportions— Breadths to Length... *5.9*  
Depths to Length—Upper Deck to Keel... *8.8*  
Main Deck ditto

Master *J.T. Lemaitre 81-88*  
Built at *Port Glasgow*  
When built *1888* Launched *15<sup>th</sup> May 1888*  
By whom built *J. Strick & Co.*  
Owners *W. Jones & Co.*  
Residence *17 Water St. Liverpool*  
Port belonging to *Liverpool*  
Destined Voyage *Melbourne*  
If Surveyed while Building, Afloat, or in Dry Dock.  
*Build under special license*

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as per Rule	<i>214</i>	<i>0</i>	Moulded...	<i>36</i>	<i>2 1/2</i>	top of Floors to Upper Deck Beams	<i>22</i>	<i>2 3/4</i>	Engines...		<i>2</i>
Dimensions of Ship per Register, length, <i>225.7</i> breadth, <i>36.55</i> depth, <i>22.15</i> moulded depth <i>23.52</i>											
KEEL, depth and thickness			Inches in ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness				
STEM, moulding and thickness			<i>9 x 2 1/2</i>		<i>9 x 2 1/2</i>		PLATES in Garboard Strakes, br'dth & thickness				
STEEN-POST for Rudder do. do.			<i>8 1/2 x 2 1/2</i>		<i>8 1/2 x 2 1/2</i>		From Garboard to upper part of Bilges... <i>36</i> <i>11</i> <i>36</i> <i>11</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft			<i>24</i>		<i>24</i>		Of Bilge at Bilge, or increased thickness, and length applied throughout... <i>38</i> <i>Strakes increased to</i>				
FRAMES, Angle Iron, for 1/2 length amidships			<i>5</i> <i>3</i> <i>8</i>		<i>5</i> <i>3</i> <i>8</i>		From up. prt. of Bilge to l.r. edge of Sh'rstake... <i>10</i> <i>10</i> <i>10</i>				
Do. for 1/4 at each end			<i>3 1/2</i> <i>3</i> <i>7</i>		<i>3 1/2</i> <i>3</i> <i>7</i>		Main Sheerstrake, breadth and thickness... <i>40</i> <i>12</i> <i>40</i> <i>12</i>				
REVERSED FRAMES, Angle Iron			<i>3 1/2</i> <i>3</i> <i>7</i>		<i>3 1/2</i> <i>3</i> <i>7</i>		Of Bilge at Sh'rstake, l.r. applied... <i>10</i> <i>10</i> <i>10</i>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			<i>24</i>		<i>24</i>		From Main to Upper or Spar Dk. Sh'rstake... <i>10</i> <i>10</i> <i>10</i>				
thickness at the ends of vessel			<i>8</i>		<i>8</i>		Up or Spar Dk. Sh'rstake, br'dth & thickness... <i>10</i> <i>10</i> <i>10</i>				
depth at 1/2 the half-bdth. as per Rule			<i>12</i>		<i>12</i>		Butt Straps to outside plating, breadth & thickness... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
height extended at the Bilges...			<i>48</i>		<i>48</i>		Lengths of Plating... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
BEAMS, Upper, Spar, or Awning Deck			<i>9</i> <i>8</i> <i>8 1/2</i>		<i>9</i> <i>8</i> <i>8 1/2</i>		Shifts of Plating, and Stringers... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron			<i>9</i>		<i>9</i>		Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... <i>42</i> <i>10</i> <i>42</i> <i>10</i>				
Single or double Angle Iron on Upper edge			<i>48</i>		<i>48</i>		Angle Iron on ditto... <i>5</i> <i>4</i> <i>9</i> <i>5</i> <i>4</i> <i>9</i>				
Average space...			<i>48</i>		<i>48</i>		Tie Plates fore and aft, outside Hatchways... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
BEAMS, Main or Middle Deck			<i>9</i> <i>9</i> <i>9</i>		<i>9</i> <i>9</i> <i>9</i>		Diagonal Tie Plates on Beams No. of Pairs... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron			<i>9</i>		<i>9</i>		Flat of Up., Spar, or Awning Dk.*... <i>12</i> <i>10</i> <i>12</i> <i>10</i>				
Single or double Angle Iron on Upper Edge			<i>48</i>		<i>48</i>		How fastened to Beams... <i>4</i> <i>4</i>				
Average space...			<i>48</i>		<i>48</i>		Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness... <i>20</i> <i>Required</i>				
BEAMS, Lower Deck			<i>9</i> <i>9</i> <i>9</i>		<i>9</i> <i>9</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron			<i>9</i>		<i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
Single or double Angle Iron on Upper Edge			<i>48</i>		<i>48</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
Average space...			<i>48</i>		<i>48</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
FRAMES, Hold or Orlop			<i>17</i> <i>12</i> <i>17</i>		<i>17</i> <i>12</i> <i>17</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
Single or double Angle Iron, Plate or Tee Bulb Iron			<i>17</i>		<i>17</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
Single or double Angle Iron on Upper Edge			<i>11</i>		<i>11</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
Average space...			<i>11</i>		<i>11</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
Rider Plate			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
Bulk Plate to Intercoastal Keelson			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
Angle Iron			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
Double Angle Iron Side Keelson			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
Side Intercoastal Plate			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
do. Angle Irons			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
Attached to outside plating with angle iron			<i>5</i> <i>3</i> <i>7</i>		<i>5</i> <i>3</i> <i>7</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
BILGE Angle Irons			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
do. Bulk Iron			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
do. Intercoastal plates riveted to plating for length			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
BILGE STRINGER Angle Irons			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
do. Intercoastal plates riveted to plating for length			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
SIDE STRINGER Angle Irons			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
do. Bulk plates for whole length			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
The FRAMES extend in one length from middle line to gunwale			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>Yes</i>			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
LATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 2 3/8 in. diameter averaging 3 1/8 ins. from centre to centre.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
Butts of Sheer Strakes at Bilge for half length, treble riveted with Butt Straps 1/2" thicker than the plates they connect.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
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.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 2 3/8 in. diameter, averaging 3 1/8 ins. from cr. to cr.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
Edges of Main Sheerstrake, double or single riveted.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
Butts of Main Sheerstrake, treble riveted for half length amidships.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
Butts of Main Stringer Plate, treble riveted for half length amidships.			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <i>Double</i> No. of Breasthooks, <i>6</i> Crutches, <i>4</i>			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Angle Iron on ditto, No. <i>2</i> ... <i>4</i> <i>4</i> <i>9</i> <i>4</i> <i>4</i> <i>9</i>				
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>Siemens Steel</i>			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Stringer or Tie Plates, outside Hatchways... <i>12</i> <i>9</i> <i>12</i> <i>9</i>				
Manufacturer's name or trade mark, <i>Siemens Steel Co. Portland, Oregon, Mass.</i>			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Flat of Middle Deck do. do. <i>3</i> <i>3</i>				
Is a correct description, <i>for No. 1000</i>			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		How fastened to Beams... <i>31</i> <i>9</i> <i>31</i> <i>9</i>				
Signature, <i>W. Jones</i> Surveyor's Signature, <i>W. Jones</i> Surveyor to Lloyd's Register of British and Foreign Shipping			<i>5</i> <i>4</i> <i>9</i>		<i>5</i> <i>4</i> <i>9</i>		Is the Stringer Plate attached to the outside plating? <i>Yes</i>				

State clearly where plating is of different thicknesses or distinguished from dissimilar thicknesses of other plating. \* If Iron Deck, state if whole or part, and if wood deck to be laid thereon.

GRK 308-0124

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?  
 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 *Steel* 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 masts and yards are in accordance with approved sketches forwarded herewith. The steel has been tested as required by Committee's Circulars.*

*Plating - "Cots" Angles - "Crossed"*

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms	Inches	Test per Certificate	Inches per Rule	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	Weight req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
								N <sup>o</sup> .	N <sup>o</sup> .				
	Chain	135 1/2	1 1/2	82 15.0.0	270-1 1/2	4861-8/2/88	Bower Anchors	9187	33-2.8	31.6.0.0	32.0.0	8/2/88	
	Fore Sails,	135 1/2	1 1/2	82 15.0.0	270-1 1/2	4862-12/2/88	Bow Anchor	9186	30.0.8	28.2.2.0	22.0.0	8/2/88	
	Fore Top Sails,	75 5/8	1	33	75-1	4883-23/2/88	Stream Anchor	9197	27.2.16	26.17.10	27.1.0	21/3/88	
	Fore Topmast Stay Sails,	90	3/4	90-11	90-11	10688 by W. Barton & Co. Ex. S. S. S. S.	Stream Anchor	9201	10.1.15	12.6.3.0	10.2.0	21/3/88	
	Main Sails,	90	9 1/2	90-9 1/2	90-9 1/2	90-9 1/2	Kedge	2202	5.1.19	7.15.1.0	5.1.0	-	
	Main Top Sails, and quality	90	6	90-6	90-6	90-6	2nd Kedge	2203	7.1.25	4.19.2.0	2.2.0	-	

Standing and Running Rigging *gal. Steel wire* sufficient in size and *good* in quality. She has *2 life Long* Boats and *1 other*  
 The Windlass is *Emerson Walker Thompson* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *How secured in ordinary 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? *3 freeing ports (35" x 23") 1 Port (26" x 20") 4 Scuppers and 2 mooring pipes on each side*

Cargo Hatchways. - How formed? *Iron Coaming*

State size Main Hatch *15' 10" x 11' 1 1/2"* Fore hatch *7' 10" x 7' 8" x 8 1/2"* Quarter hatch *7' 11" x 7' 6" x 24" high*

If of extraordinary size, state how framed and secured? *None so.*

What arrangement for shifting beams? *Shifting beam in main hatch*

Hatches, if strong and efficient? *Yes, Solid.*

Order for Special Survey No. 136  
 Date *13th Dec 1887*  
 Order for Ordinary Survey No. *136*  
 Date *13th Dec 1887*  
 No. *8/F* in builder's yard.

State dates of letters respecting this case: *1887 - Nov 22, Dec 1, 9, 24. 1888 - Jan 3, 19, May 17.*

General Remarks (State quality of workmanship, &c.) *The workmanship is good, and the vessel has been constructed in accordance with the approved drawings (5 in No.) attached hereto, also in general conformity with the Rules and the Committee's Circulars relating to steel.*

*The steel plates previous to being worked on the ship have been dipped in an acid bath for the purpose of removing the "mill-scale". The collision bulkhead has been tested by hose & found good. Two forging reports are also attached.*

*The foreward assigned by the Committee in their letter of 17th May 1888, has been marked on the sides of the vessel, and verified, and may now be recorded in the Register book, namely 4 1/2 fms. This is a sister ship to the "Adderley" in previous Report No. 9486.*

*Forecastle 28' 0" 5' 6" high open at middle. D. Q. D. 43' 0" 3' 10 1/2" high. Iron deck house between 7th main hatchways 40' 0" x 15' 0" x 7' 0"*

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

I am of opinion this Vessel should be Classed *+ 100 A. 1. "Steel" 2 Decks, 2 Sts of Brass.*

The amount of the Entry Fee *£ 4* is received by me, *J.M.*  
 Special *£ 5 4* : 18 : 6 *25th May 1888*

Committee's Minute *TUE 29 MAY 88*

Character assigned *100A1 Steel 2 Dcks*

*Cas. Forthling*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
*This vessel has been built in accordance with the approved plans and it is submitted that she appears to be eligible to be classed 100A1 as recommended.*

Reference should be made to any correspondence connected with the case.  
 Surveyors are requested not to write on or below the space for Committee's Minute.  
 Certificates to be sent to

