

IRON SHIP.

Rec'd 16th April 1883 5282
1883

No. 5282 Survey held at *Regent's Hall* Date, First Survey *14th June 82* Last Survey *10th Apr. 1883*

On the *Iron Steamship "Alice"*

TONNAGE under Tonnage Deck *131.41*
Ditto of Third, Spar, or Awning Deck. *9.60*
Ditto of Poop, or Raised Or. Dk. *2.49*
Ditto of Houses on Deck *5.3*
Ditto of Forecastle *4.38*
Gross Tonnage *151.41*
Less Crew Space *6.42*
Less Engine Room *48.45*
Register Tonnage as cut on Beam *96.54*

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *8.88*
Depth from upper part of Keel to top of Upper Deck Beams *9.91*
Girth of Half Midship Frame (as per Rule) *16.54*
1st Number *35.33*
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length *114.5*
2nd Number *40.45*
Proportions— Breadths to Length .. *6.4*
Depths to Length—Upper Deck to Keel .. *11.5*
Main Deck ditto ..

Master *John Guy*
Built at *Barrow*
When built *1880* Launched *25th Nov.*
By whom built *W. & J. Starr*
Owners *Matthews & Co.*
Residence *Cardiff*
Port belonging to *Cardiff*
Destined Voyage *London*
If Surveyed while Building, Afloat, or in Dry Dock, *Building and Afloat*

LENGTH on deck as per Rule *114* **BREADTH** Moulded *14* **DEPTH** top of Floors to Upper Deck Beams *9* **Power of Engines** *20* **Nº. of Decks with flat laid** *one*
Dimensions of Ship per Register, length, *115.4* breadth, *14.4* depth, *8.85*

KEEL, depth and thickness *4 1/4 x 1 1/4*
STEM, moulding and thickness *4 1/4 x 1 1/4*
STERN-POST for Rudder do. do. *4 1/4 x 1 1/4*
" " for Propeller *4 1/4 x 1 1/4*
Distance of Frames from moulding edge to moulding edge, all fore and aft *20 inches*
FRAMES, Angle Iron, for 3/4 length amidships *2 1/2 x 2 1/2*
Do. for 1/4 at each end *2 1/2 x 2 1/2*
REVERSED FRAMES, Angle Iron *2 1/4 x 2 1/4*
DECKS, depth and thickness of Floor Plate at mid line for half length amidships *3 1/2 x 5/16*
" thickness at the ends of vessel *3 1/2 x 5/16*
" depth at 3/4 the half-bdth. as per Rule *3 1/2 x 5/16*
" height extended at the Bilges *3 1/2 x 5/16*
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 *20 inches*
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 *20 inches*
BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space *20 inches*
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 *20 inches*
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates *9 x 8*
" Rider Plate *9 x 8*
" Bulb Plate to Intercoastal Keelson *4 x 4*
" Angle Irons *4 x 4*
" Double Angle Iron Side Keelson *4 x 4*
" Side Intercoastal Plate *2 1/2 x 2 1/2*
" do. Angle Irons *2 1/2 x 2 1/2*
" Attached to outside plating with angle iron *2 1/2 x 2 1/2*
EDGE Angle Irons *3 x 3*
" do. Bulb Iron *3 x 3*
" do. Intercoastal plates riveted to plating for length *3 x 3*
EDGE STRINGER Angle Irons *3 x 3*
Intercoastal plates riveted to plating for length *3 x 3*
DE STRINGER Angle Irons *3 x 3*
FRAMES extend in one length from *Keel* to *Upper Deck*
REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *Upper Deck*
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*
PLATING. Garboard, double riveted to Keel, with rivets *7/8* in. diameter, averaging *4 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 *9 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 *2 1/2* ins. from centre to centre.
Butts of *the* Strakes at Bilge for *1/2* length, double riveted with Butt Straps *1/16* thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* 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, double riveted for *full* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *full* length amidships.
Butts of Main Stringer Plate, double riveted for *full* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *full* length.
Breadth of laps of plating in double riveting *1 1/4* Breadth of laps of plating in single riveting *3/4*
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *3* Crutches, *3*
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Yes*

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Manufacturer's name or trade mark, *Plate, Auckland, Anglo Bull Iron Co.*
The above is a correct description.
Builder's Signature, *W & J Starr* Surveyor's Signature, *James McNeil*
Surveyor to Lloyd's Register of British and Foreign Shipping

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? *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? *No*
 Masts, Bowspit, Yards, &c., are *throughout* 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 Bowspit 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 Bowspit *Wood*

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Supplied.
	Fore Sails,	Chain <i>121</i>	<i>121</i>	<i>12/16</i>	<i>15/8</i>	<i>12/16</i>	<i>27 P. R. 1882</i>	Bower Anchors	<i>1</i>	<i>4.1.0</i>	<i>6,12,2.0</i>	<i>4 1/4</i>	<i>27 P. R. 1882</i>
	Fore Top Sails,	Iron Stream Chain	<i>45</i>	<i>9/16</i>	<i>10/8</i>	<i>9/16</i>	<i>27 P. R. 1882</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>1</i>	<i>4.0.14</i>	<i>6,10.0.0</i>	<i>4 1/4</i>	<i>27 P. R. 1882</i>
	Fore Topmast Stay Sails,	or Steel Wire								<i>8.1.14</i>		<i>8 1/2</i>	<i>27 P. R. 1882</i>
	Main Sails,	or Hempen Strm Cable						Stream Anchor	<i>1</i>	<i>1 1/4</i>		<i>1 1/4</i>	<i>27 P. R. 1882</i>
	Main Top Sails,	Towline, Hemp.						Kedge		<i>1/2</i>		<i>1/2</i>	<i>27 P. R. 1882</i>
	and	or Steel Wire	<i>40</i>	<i>4</i>		<i>6</i>	<i>27 P. R. 1882</i>	2nd Kedge	<i>1</i>	<i>1/2</i>		<i>1/2</i>	<i>27 P. R. 1882</i>
	Standing and Running Rigging	Warp	<i>40</i>	<i>4</i>		<i>4</i>	<i>27 P. R. 1882</i>						<i>27 P. R. 1882</i>
	The Windlass is	quality <i>Good</i>											<i>27 P. R. 1882</i>

Capstan *Good* and Rudder *Good* Pumps *Good*
 The Windlass is *Good*
 Engine Room Skylights.—How constructed? *Non Corrugated*
 What arrangements for deadlights in bad weather? *Capstans & Rudder*
 Coal Bunker Openings.—How constructed? *Capstans & Rudder*
 Scuppers, &c.—What arrangements for clearing upper deck of water in case of shipping a sea? *Capstans & Rudder*
 Cargo Hatchways.—How formed? *Non Corrugated*
 State size Main Hatch *50 x 9*
 If of extraordinary size, state how framed and secured? *dup plate Planks and Strong Bulk fore and after*
 What arrangement for shifting beams? *dup plate Planks and Strong Bulk fore and after*
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *21*
 Date *11 Jan 82*
 Order for Ordinary Survey No. *21*
 Date *11 Jan 82*
 No. *21* in builder's yard.
 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)
 2nd. On the plating during the process of riveting
 3rd. When the beams were in and fastened, and before the decks were laid....
 4th. When the ship was complete, and before the plating was finally coated or cemented..
 5th. After the ship was launched and equipped
 1882 June 14, 15, 29, July 29, Sept 14
 1883 Feb 9, 15, March 5, 17, 20, 27, April 9th

General Remarks (State quality of workmanship, &c.)
This one decked Non Steam Barge with Raind Quarter deck 33'6" long and Monkey Forecastle 14' long has been under special survey, in accordance with the approved amended sketch of Midship Section attached, and in all other respects with the Rules for the 90. A. Class
The Iron work is efficiently protected from oxidation by Cement and paint, and the workmanship is good

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. *14 feet*
 How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
 I am of opinion this Vessel should be Classed *90. A. 1*
 The amount of the Entry Fee... £ *2* is received by me, *J. M. N.*
 151 Tons Special ... £ *4* 11: " *10/4/83*
 Certificate (to be sent as per margin).
 (Travelling Expenses, if any, £ *1.17.6*)
 Committee's Minute
 Character assigned
 Friday, 20th April, 1883.
 James M. Neil
 Surveyor to Lloyd's Register of British and Foreign

