

IRON SHIP.

(Received at London Office)

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No. *584* Survey held at *Hull* Date, First Survey *June 23/85*. Last Survey *27 Oct.* 1885

On the *Iron Screw Lug - Alexandra*

TONNAGE under Tonnage Deck *65.574*
 Ditto of Third, Spar, or Awning Deck.
 Ditto of Poop, or Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *65.574*
 Less Crew Space *201105*
 Less Engine Room *54.29*
 Register Tonnage as cut on Beam *11.32*

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

Half Breadth (moulded) *8.75*
 Depth from upper part of Keel to top of Upper Deck Beams *9.50*
 Girth of Half Midship Frame (as per Rule) *14.75*
 1st Number *32.50*
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 Length *41.0*
 2nd Number *2304*
 Proportions - Breadths to Length .. *4.3*
 Depths to Length - Upper Deck to Keel .. *4.4*
 Main Deck ditto ..

Master
 Built at *Hull*
 When built *1885* Launched *Aug*
 By whom built *Earle & Co*
 Owners *Hull & Paisley Railway Dock Co.*
 Residence *Hull*
 Port belonging to *Hull*
 Destined Voyage *River towing*
 If Surveyed while Building, Afloat, or in Dry Dock. *Building and afloat*

LENGTH on deck as per Rule *41 0* BREADTH Moulded *16 6* DEPTH top of Floors to Upper Deck Beams *8 5* Power of Engines *45* Horse. *45* N° of Decks with flat laid *one* N° of Tiers of Beams *one*

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	<i>6 + 1/8</i>	<i>6 + 1/8</i>	PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>				
STEM, moulding and thickness	<i>5 1/2 + 1/8</i>	<i>5 1/2 + 1/8</i>	From Garboard to upper part of Bilges	<i>685</i>	<i>685</i>	<i>685</i>	<i>685</i>				
STERN-POST for Rudder do. do.	<i>5 1/2 + 2/4</i>	<i>5 1/2 + 2/4</i>	Of d'bling at Bilge, or increased thickness and length applied								
" " for Propeller	<i>5 1/2 + 2/4</i>	<i>5 1/2 + 2/4</i>	From up. prt of Bilge to lr. edge of Sh'rstrake	<i>685</i>	<i>685</i>	<i>685</i>	<i>685</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20 inches</i>	<i>20 inches</i>	Main Sheerstrake, breadth and thickness	<i>30</i>	<i>6</i>	<i>30</i>	<i>6</i>				
			Of d'bling at Sh'stk. & lng. applied								
			From M'n. to Upr. or Spar Dk. Sh'rstrake								
			Up. or Spar Dk Sh'rstrake, br'dth & thickness	<i>8 + 7/8</i>	<i>8 + 7/8</i>	<i>8 + 7/8</i>	<i>8 + 7/8</i>				
			Butt Straps to outside plating, breadth & thickness	<i>10 feet</i>	<i>8 1/4</i>	<i>10 feet</i>	<i>8 1/4</i>				
			Lengths of Plating	<i>3 1/6</i>	<i>3 1/6</i>	<i>3 1/6</i>	<i>3 1/6</i>				
			Shifts of Plating, and Stringers								
			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>20</i>	<i>5</i>	<i>20</i>	<i>5</i>				
			Angle Iron on ditto	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>	<i>2 1/4</i>				
			Tie Plates fore and aft, outside Hatchways	<i>4</i>	<i>5</i>	<i>4</i>	<i>5</i>				
			Diagonal Tie Plates on Beams No. of Pairs								
			Flat of Up., Spar, or Awning Dk.	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>				
			How fastened to Beams	<i>Gal. nut & screw bolt</i>							
			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	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>				
			" in hold do. do.	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>				
			Main piece of Rudder, diameter at head	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>				
			do. at heel	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>				
			Can the Rudder be unshipped afloat?	<i>Yes</i>							
			Bulkheads No. <i>4</i> No. per Rule <i>4</i>								
			" Thickness of <i>4/16</i>								
			" Height up <i>to upper deck</i>								
			" How secured to sides of ship <i>by double frames</i>								
			" Size of Vertical Angle Irons <i>2 1/2</i> and distance apart <i>30</i> ins.								
			" Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>								

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
FRAMES, Angle Iron, for 2/3 length amidships	<i>2 1/2</i>	<i>2 1/2</i>	FRAMES, Upper, Spar, or Awning Deck	<i>4 1/2</i>	<i>3</i>	<i>6</i>	<i>4 1/2</i>	<i>3</i>
Do. for 1/2 at each end	<i>2 1/2</i>	<i>2 1/2</i>	Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron					
REVERSED FRAMES, Angle Iron	<i>2 1/4</i>	<i>2 1/4</i>	Angle or double Angle Iron on Upper edge	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>12</i>	<i>12</i>	Average space					
" thickness at the ends of vessel	<i>Do. per Sect.</i>	<i>Do. per Sect.</i>	FRAMES, Main, or Middle Deck					
" depth at 3/4 the half-bdth. as per Rule			Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron					
" height extended at the Bilges			Angle or double Angle Iron on Upper Edge					
			Average space					
			FRAMES, Lower Deck					
			Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron					
			Angle or double Angle Iron on Upper Edge					
			Average space					
			FRAMES, Hold, or Orlop					
			Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron					
			Angle or double Angle Iron on Upper Edge					
			Average space					
			EELSONS Centre line, single or double plate, box, or Interoctal, Plates	<i>8</i>	<i>8</i>	<i>8</i>	<i>8</i>	
			" Rider Plate					
			" Bulb Plate to Interoctal Keelson	<i>3 1/2</i>	<i>3</i>	<i>4</i>	<i>3 1/2</i>	
			" Angle Irons					
			" Double Angle Iron Side Keelson					
			" Side Interoctal Plate					
			do. Angle Irons					
			" Attached to outside plating with angle iron	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	
			BILGE Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	
			do. Bulb Iron					
			do. Interoctal plates riveted to plating for length	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	
			BILGE STRINGER Angle Irons	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	
			Interoctal plates riveted to plating for length					
			DE STRINGER Angle Irons					

FRAMES extend in one length from *Hull* to *Gunwale* Riveted through plates with *5/8* in. Rivets, about *5* apart.
 REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper turn* of and to *Bilge* alternately
 EELSONS. 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 *5/8* in. diameter, averaging *4 1/4* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *5/8* in. diameter, averaging *2 1/2* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *5/8* in. diameter averaging *2 1/2* ins. from centre to centre.
 Butts of *one* 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 *5/8* in. diameter, averaging *2 1/2* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *5/8* 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 *all* length amidships. Butts of Upper or Spar Sheerstrake, *treble* riveted *all* length amidships.
 Butts of Main Stringer Plate, *double* riveted for *all* length amidships. Butts of Upper or Spar Stringer Plate, *treble* riveted for *all* length.
 Breadth of laps of plating in double riveting *2 1/2* Breadth of laps of plating in single riveting *2 1/2*
 Butt Straps of Keelsons, Stringer and Tie Plates, *treble*, *double* or *single* Riveted? No. of Breasthooks, *3* Crutches, *2*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plates, W.S. "Met" Stockton.*

Manufacturer's name or trade mark, *August D. I. & Co. Norman Long & Co.*
 The above is a correct description.
 Surveyor's Signature, *James M. Keel*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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.

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, Bowsprit, 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 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 *Good*

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.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Number of Certificate.
	Fore Sails,	Iron Stream Chain						Bower Anchors	1	3.1.8	5.16.24		
	Fore Top Sails,	or Steel Wire or Hempen Strm Cable	45	3/8	8 1/2			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	1.0.0			
	Fore Topmast Stay Sails,	Towline, Hemp. or Steel Wire	80	8"				Stream Anchor					
	Main Sails,	Hawser	30	4"				Kedge					
	Main Top Sails, and	Warp						2nd Kedge.					

Standing and Running Rigging *Nice & Amp* sufficient in size and *Good* in quality. She has *one* Long Boat and *Good*
 The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron* How secured in ordinary weather? *hand screws*
 What arrangements for deadlights in bad weather? *Pair of glass in Bullseye*
Coal Bunker Openings. How constructed? *cast iron* How are lids secured? *locked* Height above deck? *Flush*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *openings through bulwarks*

Cargo Hatchways. How formed? *Iron Comings*
 State size **Main Hatch** *Small* Forehatch *Small* Quarterhatch *Small*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams?
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *315* **DATES OF SURVEYS held while building as per Section 18.**
 Date *19/6/85*
 Order for Ordinary Survey No. *✓*
 Date *✓*
 No. *289* in builder's yard.
 State dates of letters respecting this case *1/6/85.*

1st. On the several parts of the frame when in place, and before the plating was wrought *1885 June 23. 25: 29 July 3. 10. 14. 18. 23. 24. 29*
 2nd. On the plating during the process of riveting *Aug 5. 8. 13. 15. 21. 24. 29. Sep 3. 7. 9. 14. 21. 25. 28. 30*
 3rd. When the beams were in and fastened, and before the decks were laid... *Oct 8. 21.*
 4th. When the ship was complete, and before the plating was finally coated or cemented...
 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This one decked vessel for working purposes has been built in accordance with the accompanying approved plans of Midship Section and in other respects with the Rules for the 100-A Class. The iron work is efficiently protected from oxidation by Cement and Paint, and the Workmanship is good. I beg to submit the equipment supplied (as above) as worthy of the Committee's favourable consideration with the view to the ship being assigned to this vessel's Class*

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. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.*

The amount of the Entry Fee£ 1 : " : " is received by me,
 Special£ 4 : " : " 18
 (to be sent as per margin). Certificate ... " : " : "
 (Travelling Expenses, if any, £ *✓*)
 Committee's Minute *TUESDAY 10 NOV 1885*
 Character assigned *100A*
James M. Neil
 Surveyor to Lloyd's Register of British and Foreign Shipping
 It is submitted that this vessel is worthy of the favorable consideration of the Committee to be classed as recommended by the Register