

IRON SHIP.

Survey held at *Port Glasgow* Date, First Survey *3rd July* Last Survey *24th Dec* 18*77*

"Alert" Master *Wm Minn*

Official Number *20652*

Deck *29.04*

Deck, Spar, or Awning Deck. *6.93*

Ditto of Poop, or Raised Cr. Dk. *243.30*

Ditto of Houses on Deck *13.13*

Ditto of Forecastle *230.22*

Gross Tonnage *113.94*

Less Crew Space *116.28*

Less Engine Room

Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) *9.75*

DEPTH from upper part of Keel to top of Upper Deck Beam *11*

GIRTH of Half Midship Frame (as per Rule) *14.92*

1st NUMBER *38.67*

1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]

LENGTH *164.5*

2nd NUMBER *64.5*

PROPORTIONS—Breathths to Length *16.5*

Depths to Length—Upper Deck to Keel *16.2*

Main Deck ditto *16.2*

Built at *Port Glasgow*

When built *1874* Launched *3rd Nov 74*

By whom built *Wm & R. Duncan & Co.*

Owners *James & Co. others Melbourne*

Port belonging to *Greenock Melbourne*

Destined Voyage *Melbourne*

Surveyed while Building, Afloat, or in Dry Dock.

PLANS

LENGTH on deck as per Rule *164.5* Breadth Moulded *19.5* DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams *10.16* Power of Engines *90* Horse *90* N^o. of Decks with flat laid *one* N^o. of Tiers of Beams *one*

Dimensions of Ship per Register, length, *169.05* breadth, *19.6* depth, *9.85*

	Inches in Ship			Inches per Rule		
	Inches	16ths	Inches	16ths	Inches	16ths
KEEL, depth and thickness	<i>6</i>	<i>2 1/2</i>	<i>4</i>	<i>1 1/2</i>	<i>5</i>	<i>5</i>
STEM, moulding and thickness	<i>6</i>	<i>2</i>	<i>6 1/2</i>	<i>1 1/2</i>	<i>5</i>	<i>5</i>
STERN-POST for Rudder do. do. for Propeller	<i>4</i>	<i>3</i>	<i>6 1/4</i>	<i>3 1/4</i>	<i>4</i>	<i>4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>20</i>		<i>21</i>			
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>	<i>5</i>	<i>5</i>
REVERSED FRAMES, Angle Iron	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	<i>4</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	<i>10</i>	<i>6</i>	<i>11 1/2</i>	<i>5</i>	<i>4</i>	<i>4</i>
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>6</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>7</i>	<i>7</i>
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>4</i>	<i>4</i>	<i>4</i>
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron						
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates		<i>6</i>		<i>5/16</i>		
Rider Plate						
Bulb Plate to Intercostal Keelson	<i>6</i>	<i>6</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
Angle Irons	<i>3 1/2</i>	<i>2 1/2</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>
Double Angle Iron Side Keelson					<i>6</i>	<i>6</i>
Side Intercostal Plate					<i>6</i>	<i>6</i>
do. Angle Irons			<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>
Attached to outside plating with angle iron			<i>2 1/2</i>	<i>2 1/2</i>	<i>4</i>	<i>4</i>
BILGE Angle Irons	<i>3 1/2</i>	<i>2 1/2</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>
do. Bulb Iron	<i>6</i>	<i>6</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>
do. Intercostal plates riveted to plating for length						
BILGE STRINGER Angle Irons	<i>3 1/2</i>	<i>2 1/2</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>6</i>
Intercostal plates riveted to plating for length	<i>6</i>	<i>6</i>			<i>5/16</i>	<i>5/16</i>
SIDE STRINGER Angle Irons						
Transoms, material. Knight-heads. Hawse Timbers.	<i>Iron</i>					
Windlass	<i>Iron Patent</i>					
Pall Bitt	<i>Iron</i>					

Flat Keel Plates, breadth and thickness *30* *8* *30* *8*

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied *6* *6* *6* *6*

fm up. part of Bilge to lr. edge of Sh'rstrake

Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness *30* *8* *30* *8*

Butt Straps to outside plating, breadth & thickness *23x6 1/2* *8x6 1/2*

Lengths of Plating *19 1/2 x 2 1/2* *8 spaces*

Shifts of Plating, and Stringers *2* *2*

Gunwale Plate on ends of *Awning, Spar, or* Upper Deck Beams, breadth and thickness *37* *7* *40* *8*

Angle Iron on ditto *3 1/2 x 2 1/2 x 6* *3 x 3 x 6*

Tie Plates fore and aft, outside Hatchways *Iron* *4* *7* *6*

Diagonal Tie Plates on Beams No. of Pairs, *9* *4* *7* *6*

Planksheer material and scantling *Gutter*

Waterways do. do. *PP* *4* *3*

Flat of Upper Deck do. do. *PP* *4* *3*

How fastened to Beams *Iron bolts & nuts*

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

Waterways materials and scantlings

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 *Battens*

in hold do. do. *Elm 2 1/2* *2 3/4*

Main piece of Rudder, diameter at head *4* *3 3/4*

do. at heel *3* *2 1/4*

Can the Rudder be unshipped afloat? *Yes*

Bulkheads No. *6* Thickness of *4/16* *4/16*

Height up *5 to Main Deck to cabin floor*

How secured to sides of ship *Double frames*

Size of Vertical Angle Irons *2 1/2 x 2 1/2 x 5/8* and distance apart *30* ins.

Are the outside Plates doubled two spaces of Frames in length? *Yes*

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *3/4* apart.

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above Bilge Stringer* and to *Main Deck* 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 *1* in. diameter, averaging *5* 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 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/2* ins. from centre to centre.

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

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 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, treble riveted for *3/5* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1* length amidships.

Butts of Main Stringer Plate, treble riveted for *3/5* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1* length.

Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *2 3/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams *Iron gutter* (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *Welded knee plates* No. of Breasthooks, *4* Crutches, *3*

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

Manufacturer's name or trade mark, *Angled Beams Inpend Plates Glasgow Iron Co^{rs}*

The above is a correct description.

Builder's Signature, *Wm Minn* Surveyor's Signature, *Edmund Branchman*

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

IRON 475-0315

