

Decks.

IRON OR STEEL STEAMER.

(Received at London Office)

THUR 4 JUL 1895

13791

State if Report is also sent on the Machinery of the Vessel

Date of completion of report 22 June 1895 Port of Glasgow

Survey held at Dumbarton

Date First Survey 15 August 1894 Last Survey 21 June 1895

Rig Schooner

Master A. Houghton

Year of appointment (1) As Master in service of owner of present vessel: 1888 (2) As Master of this vessel: 1895

Built at Dumbarton

When built 1895 Launched 27 May 1895

By whom built W. Denny & Co

Owners British India Steam Navigation Co

Managers

(Where necessary to be entered in Reg. Book.)

Residence 9 Regent's Avenue London EC

Port belonging to Glasgow

Surveyed while Building, Afloat, and in Dry Dock

THREE DECKED VESSEL.

CLASS 100 A 1

FEET.

Half Breadth (moulded) 25.25

Depth from upper part of Keel to top of Upper Deck Beams 33.04

Girth of Half Midship Frame (as per Rule) 54.60

deduct 7 feet 112.89

7.00

1st Number 105.89

Length 408

2nd Number 43203

Proportions—Breadth to Length 8.08

Depth to Length—Upper Deck to top of Keel 12.35

Main Deck ditto 16.24

Destined Voyage East Indies

NAME under

Tonnage Deck 12

No. between Tonnage Dk. 68

and 3rd and 4th Dk. 5038.80

Total under Upper Dk. 5038.80

Do. of Poop 1.12

Do. of Bridge House 96.89

Do. of Houses on Dk. 1.01

Do. of excess of Hatchways 1.13

Do. above Crown of Engine Room 79.94

Tonnage 5287.77

Crew Space 120.62

Do. above Crown of Engine Room 79.94

FOR FEES. 5781.21

Engine Room 1692.09

ion Spaces 35.39

Tonnage 3435.67

Beam 3435.67

Deck 408

Moulded 50

DEPTH top of Floor to Upper Deck Beams 29

Do. Main Deck Beams 21

Power of Horse 229

No. of Decks with flat laid 2

No. of Tiers of Beams 34

Round up of Beam, Upper Dk. 12 1/2 ins.

ons of Ship per Register, Length 410.0 breadth 50.7 depth 21.05 Moulded depth, ft. 32 ins. 0 To Upper Dk. 12 1/2 ins.

FORGINGS or CASTINGS.

Bar or Side Plates, depth and thickness

moulding and thickness 11 1/2 x 3/8

POST for Rudder do. 11 1/2 x 7/8

for Propeller 11 1/2 x 7/8

PIECE of Rudder, diameter at head 10

do. at heel 5

ER, how constructed Single Plate

Can the Rudder be unshipped afloat? Yes

FRAMING.

Channels or Bars for 1/2 length amidships

for 1/2 at each end 7 x 3 1/2 x 3 1/2 x 12

Do. in way of Double Bottoms 7 x 3 1/2 x 3 1/2 x 12

Distance of Frames from moulding edge to

Building edge, all fore and aft 30

FLOORED FRAME Angles at ends only 4 1/2 x 3 1/2 x 10

AS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships 4 1/2 x 3 1/2 x 10

of Engines and Boilers 4 1/2 x 3 1/2 x 10

Thickness at the ends of vessel 4 1/2 x 3 1/2 x 10

at 1/2 the half breadth, as per Rule 4 1/2 x 3 1/2 x 10

Right extended at the Bilges 4 1/2 x 3 1/2 x 10

& BRACKETS in Cell Dble Bottoms

Distance apart 30

ADEL, in Dbl Btm, depth & thickness 46

Angles, Top 4 x 4 x 10 Bottom 6 1/2 x 4 1/2 x 10

GIRDERS, number and thickness 2

Angles 3 1/2 x 3 1/2 x 9

N PLATE, dpth (excl. of flange) & thickness 32

Angles 4 x 4 x 10

BOTTOM PLATING, breadth and

thickness of Middle Line Strake 36

in Engine and Boiler space 36

Remainder in Holds 36

Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb 8 x 3 1/2 x 3 1/2 x 12

Angles on upper edge 8 x 3 1/2 x 3 1/2 x 12

Average space 30

AMS, Middle Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb 9 x 3 x 12

Angles on upper edge 9 x 3 x 12

Average space 30

Upper Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb 12

Angles on upper edge 12

Average space 30

AMS, Hold, or Orlop, Plate or Tee Bulb

Angle, Plate or Tee Bulb 12

Angles on upper edge 12

Average space 30

BEAMS, Forecastle Deck, Angle, Bulb Angle

Plate or Tee Bulb 9

Angles on upper edge 9

Average space 60

PILLARS, In 'tween Decks, Size and Spacing

Hold 4 1/2 x 60

WEB FRAMES, In Fore Body, No. and spacing

No. of Side Stringers 3

WEB FRAMES, In After Body, No. and spacing

No. of Side Stringers 3

Size of Angle or Tee Bar to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness 15

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate, for length

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors, for length

Intercoastal Plate for length

Attached to outside Plating with Angle

BILGE STRINGER Angles

Bulb Plate for length

Intercoastal Plate for length

Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams,

breadth and thickness 63

Angle on ditto 5 x 5 x 11

Tie Plates fore and aft, outside Hatchways

Flat of Dk. * Iron or Steel, for whole lng.

Wood Material & thickness 9

How fastened to Beams Riveted

Middle Deck Stringer Plate, br'dth & thickness 63

Angles on ditto, No. 2 4 x 4 x 9

Tie Plates outside Hatchways 4 x 4 x 9

Diagonal Tie Plates on Bms, No. of ply 8

Flat of Dk. * Iron or Steel, for whole lng.

Wood Material & thickness 8

How fastened to Beams 8

Lower Deck Stringer Plate, br'dth & thickness

Angles on ditto, No. 8

Tie Plates, outside Hatchways 8

Flat of Deck * Material and thickness 8

How fastened to Beams 8

Hold or Orlop Stringer Plate, br'dth & thickness

Is the Stringer Plate attached to the outside Plating? highest side stringer

Angles on ditto, No. 8

Tie Plates outside Hatchways 8

Flat of Deck * Material and thickness 8

How fastened to Beams 8

Forecastle Deck Stringer Plate, br'dth & thickness

Angle on ditto 3 x 3 x 8

Tie Plates 3 x 3 x 8

Flat of Deck, Material and thickness 3

How fastened to Beams 3

PLATING.

FLAT PLATE KEEL, breadth and thickness 36

D'blng or inc. thickness & len. appl'd 24

PLATES in Garboard Strakes, br'dth & thickness 46

from Garboard to lower part of Bilges 13.14

State Thickness of Plating in way of Double Bottom 13

Bilges, number of Strakes and thickness 14

from up. prt. of Bilge to lr. edge of Sh'strake 14

Sheerstrake, breadth and thickness 44

Of d'blng at Sh'stk. & length appl. 34

Keel Sides 7

Bridge do. 7

Forecastle do. 7

Lengths of Plating 20 feet

13791 gbs.

Ceiling betwixt Decks, thickness and material <i>W.P. 2</i> ,, in hold do. do. <i>P.P. 2 1/2</i>	BULKHEADS.		No. in Vessel <i>6</i>	No. Reqd. by Rule <i>6</i>	
	Thickness	Angles	Spacing	Height up	Single or Dble. Frames
Number of Breasthooks ,, Crutches <i>deep floors</i>	W. T. BULKHEADS	<i>8. 2</i> <i>20. 20</i>	Vertical <i>7 x 3 1/2</i> Horizontal <i>9 x 2 1/2</i> also vertical <i>7 x 3 1/2</i> Horizontal <i>7 x 3 1/2</i>	<i>To upper deck</i>	<i>double</i>
	PARTITION		Vertical <i>as per Rules</i> Horizontal	<i>31. 10. 0</i> <i>80. 1. 8. 21</i>	
	LONGITUDINAL		Vertical	<i>80. 1. 8. 21</i>	

Are the outside Plates doubled two spaces of Frames in length? *Yes*
The FRAMES extend in one length from *keel to margin plate and thence to upper deck* Riveted through plates with *7/8* in. Rivets, about *4 1/4* apart.
The REVERSED ANGLE on floors and frames from *at ends of vessel extend to upper and main decks alternately* *all to upper deck after peak*
bulbhead and alternately to fore-castle deck

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to *Bar Keel or Flat Plate Keel*, with rivets *1* in. diameter, averaging *3 1/2* ins. from centre to centre.

Edges of Garboards, and to upper part of Bilge, worked clencher, double riveted; with rivets *1. 7/8* in. diameter, averaging *4 3/4* ins. from centre to centre.

Butts from Keel to turn of Bilge, *worked clencher, treble or double riveted*; treble for *whole* length; with rivets *1. 7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

,, ,, overlapped for *whole* length, treble riveted for *whole* length; with rivets *in dia., averaging 2* ins. from cr. to cr.

Butts of *Stringers at Bilge for* length, treble riveted with Butt Straps *thicker than the plates they connect*

Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 3/4* ins. from centre to centre.

Butts from Bilge to Sheerstrake, *worked clencher, treble or double riveted*; treble for *length*; with rivets *in dia., averaging* ins. from cr. to cr.

,, ,, overlapped for *whole* length, treble riveted for *whole* length; with rivets *7/8* in. dia., averaging *3 1/2* ins. from cr. to cr.

Edges of Sheerstrake, double riveted.

Butts of Sheerstrake, treble riveted for *length* amidships.

Butts of Middle Deck Stringer Plate, treble riveted for *whole* length amidships.

Butts of Upper Deck Stringer Plate, treble riveted for *whole* length.

,, Single or Double Straps for *whole* length amidships.

Butts of Inner Bottom Plating *double* riveted for *whole* length.

Butts of Centre Girder *treble* riveted.

Breadth of edge laps of Shell Plating in double riveting *6* in.

Breadth of edge laps of Shell Plating in single riveting *✓*

Butt Straps of Shell Plating, breadth and thickness *19 x 10. 16 1/4 x 14. 19 x 21. 16*

Butts if Lapped, breadth of laps *10 1/2. 9*

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted.

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Siemens Martin Steel. Consett. Palmers. Hallioids. Stockton Malleable. Clydebank and Newcastle.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed and fitted*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plating 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*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS.				No. of plates in round	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	<i>Siemens Steel 99.5</i>	<i>26 x 7/8</i>	<i>20 x 7/8</i>	<i>22 x 7/8</i>	<i>17 x 7/8</i>	<i>2</i>	<i>✓</i>	<i>✓</i>	<i>3 x 7/8</i>	<i>double straps 7/8</i>
	Main	<i>do 97.9</i>	<i>26 x 7/8</i>	<i>20 x 7/8</i>	<i>22 x 7/8</i>	<i>17 x 7/8</i>	<i>2</i>	<i>✓</i>	<i>✓</i>	<i>do</i>	<i>do</i>
	Mizzen	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>

Bowsprit *None*

Topmasts, Yards and Remainder of Spars *Steel as approved*

Rigging, Material and Size, Shrouds *3/4 galvanized steel wire*

Stays *4 1/2 and 4 galvanized steel wire*

Sails, *One* Suit of Sails, and the following spare sails *one sail*

EQUIPMENT No. *44902* LETTER *X* ANCHORS.

Number of Certificate.		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PR RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.	
<i>17052</i>	1st Bower ..	<i>45</i>	<i>0</i>	<i>19</i>	<i>11</i>	<i>0</i>	<i>25</i>	<i>39</i>	<i>8</i>	<i>0</i>	<i>14</i>	<i>45</i>	<i>0</i>	<i>0</i>	<i>Indians</i>	<i>John Green</i>	<i>1/10/95</i>	<i>S. K. Dicks</i>
<i>17063</i>	2nd ..	<i>45</i>	<i>1</i>	<i>20</i>	<i>11</i>	<i>0</i>	<i>9</i>	<i>39</i>	<i>11</i>	<i>1</i>	<i>0</i>	<i>45</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
<i>17051</i>	3rd ..	<i>42</i>	<i>0</i>	<i>0</i>	<i>10</i>	<i>2</i>	<i>0</i>	<i>39</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>42</i>	<i>0</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
<i>17050</i>	4th ..	<i>41</i>	<i>2</i>	<i>20</i>	<i>10</i>	<i>0</i>	<i>18</i>	<i>36</i>	<i>19</i>	<i>1</i>	<i>14</i>	<i>41</i>	<i>1</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
	Collective weight	<i>144</i>	<i>1</i>	<i>3</i>				<i>143</i>				<i>143</i>						
<i>16412</i>	Stream ...	<i>15</i>	<i>1</i>	<i>12</i>	<i>3</i>	<i>3</i>	<i>12</i>	<i>16</i>	<i>16</i>	<i>2</i>	<i>4</i>	<i>15</i>	<i>1</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>1/10/95</i>	<i>do</i>
<i>16412</i>	Kedge	<i>7</i>	<i>2</i>	<i>6</i>	<i>1</i>	<i>3</i>	<i>19</i>	<i>9</i>	<i>15</i>	<i>3</i>	<i>14</i>	<i>7</i>	<i>2</i>	<i>0</i>	<i>do</i>	<i>do</i>	<i>1/10/95</i>	<i>do</i>
	2nd Kedge ..																	

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms & size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
				Cwts.	qrs.								
<i>14905</i>	<i>135</i>	<i>2 1/4</i>	<i>12 1/2</i>	<i>34</i>	<i>0.20</i>	<i>20. 2 1/4</i>	<i>Steel Link</i>	<i>John Green</i>	<i>1/10/95</i>	<i>Towline</i>	<i>90</i>	<i>12</i>	<i>90. 12</i>
<i>14906</i>	<i>135</i>	<i>2 1/4</i>	<i>do</i>	<i>34</i>	<i>0.20</i>	<i>20. 2 1/4</i>	<i>Steel Link</i>	<i>John Green</i>	<i>1/10/95</i>	<i>Hawser</i>	<i>90</i>	<i>10</i>	<i>90. 10</i>
	<i>90</i>	<i>4 3/4</i>	<i>47</i>	<i>65</i>	<i>0.15</i>	<i>90. 4 3/4</i>	<i>Steel Link</i>	<i>Crawford & Sons</i>	<i>1/10/95</i>				
	<i>120</i>	<i>5</i>	<i>59</i>	<i>120</i>	<i>0.5</i>	<i>120. 5</i>	<i>do</i>	<i>do</i>	<i>do</i>				

HAWSERS AND WARPS.

Boats *4*

Pumps, Number *12* hand pumps and engine suction Diameter of Barrel and Tail Pipe *8 of 5 and 2 1/2 inch pipes*

The Windlass is *Charles Chapman's patent* Capstan *do*

Engine Room Skylights.—How constructed? *Steel skylight and steel casing*

What arrangements for deadlights in bad weather? *Glass bulbs eyes*

Coal Bunker Openings.—How constructed? *Hatchways* How are lids secured? *Hatches & battens* Height above deck? *18*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 scuppers on each side and open racks (portable) in way of hatchways*

Cargo Hatchways.—How formed? *Steel coaming 24 x 10* Hatches, If strong and efficient? *Yes Solid 3*

State size No. 1 Hatch (Forward) *19. 11 x 16. 0* No. 2 Hatch *25. 0 x 16. 0* No. 3 Hatch *25. 0 x 16. 0* No. 4 Hatch *19. 11 x 16. 0*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *2 webs in No. 2 and 3. One web in No. 1 and 4. also 3 fore and afters in each hatchway*

Bulwarks, height above deck and description *4.5 x 4.16 steel* Main Rail, material and size *1 1/2 inch*

The above is a correct description.

Builder's Signature (here only) *W. D. Denny* Surveyor's Signature, *L. J. Hearley*

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

connected with the case.

Order for Special Survey No. <u>2800</u>	DATES of SURVEYS held while building as per Section 18.
Date <u>8 Sept. 1894</u>	
Order for Ordinary Survey No. <u>✓</u>	
Date <u>✓</u>	
No. <u>504</u> 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	<u>1894 Aug 15. 21. 24. 31. Sept 5. 7. 12. 18. 26. Oct 2. 5. 10. 12. 16. 19. 25. 1895</u>
2nd. On the plating during the process of riveting	<u>26. 30. Nov 5. 9. 13. 14. 21. 23. 27. 30. Dec 4. 7. 11. 14. 18. 21. 22. 28. 1895</u>
3rd. When the beams were in and fastened and before the decks were laid	<u>Jan 15. 18. 22. 25. 29. Feb 1. 5. 8. 14. 26. March 6. 8. 12. 15. 19. 21. 26. 29</u>
4th. When the ship was complete, and before the plating was finally coated or cemented	<u>April 2. 5. 10. 16. 19. 23. 26. May 1. 3. 7. 10. 14. 21. 22. 28. 29. 31</u>
5th. After the ship was launched and equipped	<u>June 5. 7. 11. 12. 14. 18. 21</u>
	Total No. of Visits <u>77</u>

State dates and initials of letters respecting this case.

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

This is a steel screw steamer - with Bridge House and Forecastle - built on the three deck Rule in accordance with the approved plans attached hereto and with the Rules generally.

The pumps, sluices, &c have been tested and found satisfactory
The materials and workmanship are good.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q D. or Break ✓ ft., Bridge Dk. 77 ft., F'castle 51 ft.
(in feet and tenths) where the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *2 decks - stl. 3 tiers beams and web frames*

Official No. _____; Signal Letters _____

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length 64½ and water capacity in tons 118. Double bottom, forward, length 70 and water capacity in tons 306.
Double bottom, under engines and boilers, length 50 and water capacity in tons 189. If under engine only, or boilers only, state which Bolt.
Double bottom, constructed on the cellular system, length as stated above 360 ft and water capacity in tons 1046.
Fore peak tank, water capacity in tons ✓. After peak tank, water capacity in tons 120.
Midship deep tank, length ✓ and water capacity in tons ✓. Other tanks, if fitted, length ✓ and water capacity in tons ✓.

The above have all been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Paint and Portland Cement Outside Paint

FREEBOARD assigned by the Committee, as per Secretary's

Letter dated Not assigned by this
Society.

State if marked on Vessel's sides in accordance with Notice No. 572

In Summer	ft.	ins.	To top of Wood, Iron or Steel Upper Deck.
In Winter	ft.	ins.	
For Winter in North Atlantic	ft.	ins.	
Fresh Water above the centre of disc		ins.	

The amount of Entry Fee£ 3 : 4 : 0 is received by me,

Special.....£152: " : 6 22/4 1895

Certificate* £ 4 : 4 : 0

Travelling Expenses, if any £ 4 :

I am of opinion this Vessel should be Classed

100 Δ 1. "Steel"

* Certificate to be sent to

Glasgow

W. H. Charles

~~Surveyor to Lloyd's Register of British & Foreign Shipping.~~

Committee's Minute

Character assigned

TUES. 9 JUL 1895

~~FRI 12 JUL 1985~~

100A (Steel)

subject to the repair
or retesting of lower anchors

2 Dks (scr) 34 B & web frames

La 86 P.

+ L.A. 6. 6. 95-

TUES 16 JUL 1895

Cert to be retained
in this office

It is submitted that as the Vessel has been built in accordance with the Rules she is eligible to be Classed 100A (Steel) as recommended. With regard to equipment, the Fire hose which was damaged at Barry: it is being repaired & will be refitted & placed on board, in the event of equipment is in order: the case is submitted for the Fire subject to the damaged Anderson's satisfactorily repaired & refitted & placed on board at Barry as proposed.

100A 1. "Stul" (Subject 4)

2 Hrs (2H) "350 Bms & Web Lines"

WB = DB a. 155' w EYB 50 + 155' = 1071' E APT 1200

Lloyd's Pool

Lloyd's Reg
Federation

9-7-95 2/



Lloyd's Register
Foundation