

STEEL IRON SHIP.

STK 919-0505

Stk. 7884

9 MAR 81

No. 1334 Survey held at Stockton,

Date, First Survey 31st July 1889Last Survey 5th March 1889

On the Steel Screw Steamer "ATAKA."

Two Masted Schooner,

(60 visits)

TONNAGE under
Tonnage Deck 3553.49
Ditto of Third, Spar, or Awning Deck. Side House 26.17
Ditto of Poop, or Raised Qr. Dk. 12.43
Ditto of Houses Round House 30.35
on Deck, or Hatchways 19.59
Ditto of Forecastle 20.31
Gross Tonnage 3650.24
Less Crew Space 110.61
3539.63
Less Engine Room 116.08
Register Tonnage as out on Beam 2371.55

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

Half Breadth (moulded) 21.02
Depth from upper part of Keel to top of Upper Deck Beams 31.17
Girth of Half Midship Frame (as per Rule) 46.79
1st Number 98.98
1st Number, if a 3-Decked Vessel deduct 7 feet 7.00
Length 91.98
2nd Number 368.17
32867
Proportions—Breadths to Length 8.7
Depths to Length—Upper Deck to Keel 11.8
Main Deck ditto 15.8

Master J. Newell.

Built at Stockton.

When built 1889

Launched 19th Jan^r 80

By whom built

Ropner & Son

Owners

J. M. Wood.

Residence 17, Water St. Liverpool.

Port belonging to

Liverpool.

Destined Voyage

Bombay.

If Surveyed while Building, Afloat, or in Dry Dock.

Whilst building and afloat

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	368	2	Moulded	42	0 5/8	Deck Beams	27	6	Engines	495	Two	Three
Dimensions of Ship per Register, length,	370		breadth,	42.3		depth,	27.4					
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN-POST for Rudder do. do.												
" " for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/2 at each end												
REVERSED FRAMES, Angle Iron Steel												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half bath. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Middle Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal plates												
Rider Plate Horizontal Plate												
Bulb Plate to Intercostal Keelson												
Angle Irons Top Angle												
Double Angle Iron Side Keelson												
Side Intercostal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
BILGE Angle Irons												
do. Bulb Iron												
do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for 3/5 the length												
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Tank side to T.S. & from T.S. to Upper Deck Riveted through plates with 7/8 in. Rivets, about 5 1/2 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Tank side & T.S. to Main and to Upper 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 1/4 in. diameter, averaging 6 to 6 1/4 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/16 ins. from centre to centre.
Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/8 ins. from er. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/16 ins. from er. to cr.
Edges of Main Sheerstrake, double or single riveted.
Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships.
Butts of Main Stringer Plate, treble riveted for 2 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for the whole length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 3.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? 3 lbs. & 5 lbs. No. of Breasthooks, 4 cr. Dk. Crutches, Deep Floors

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

Manufacturer's name or trade mark, Moon Steel & Iron Co. Steel Co. of Scotland, Connell Iron Co. and Iron from Bannockburn Iron Works & Stockton, Middlesbrough.

The above is a correct description.

Builder's Signature, ROPNER & SON.

Surveyor's Signature,

Allison R. Wilson

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? A few through butts

State also Length and Diameter of Lower Masts and Bowsprit These masts have been constructed in accordance with the Tracing approved by the Committee (See Secretary's letter dated Aug. 15. 89) and the Iron which was manufactured by the Bowersfield Iron Co. has satisfactorily withstood the tests prescribed by the Rules,

NUMBER & LETTER for EQUIPMENT	SAILS.	CABLES, &c.	Pathoms	Inches.	Test per Certificate.	Inches per Rula.	Machine where Tested and Superintendent, also Number of Certificate.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rula.	Machine where Tested and Superintendent, also Number of Certificate.
29449 (W)					107.1 76.5	2 1/16	Machine where Tested and Superintendent, also Number of Certificate. No of Cert. 7459 River Wear	Bower					
	Fore Sails,	Chain	300	2 1/16		2 1/16	Commissioner, Sunderland. J. Hartness, Superintendent.		1	40.3.0	36.6.1.0	0 14	17821
	Fore Top Sails,	Iron Stream Chain	90	1 3/16	25 3/4	1 3/16	River Wear Com.		1	40.1.0	35.18.3.0	114.0.0	17822
	Fore Topmast Stay Sails,	or Steel Wire or Hompen Stem Cable. Steel					These Chain Cables have been Calibrated and found satisfactory.		1	34.1.14	31.18.0.14	Actual 115.1.14	18124
	Main Sails,	Towline, Hom	120	4 1/2	39	4 1/2		Stream					
	Main Top Sails, and	or Steel Wire ..	90	3 1/2	26	3 1/4		Anchor	1	12.0.14	13.19.2.21	12.0.0	18073
		Hawser. Steel ..	90	3	18	9 temp		Kedge	1	6.0.7	8.7.2.0	6.0.0	18074
		Warp	Two	90 fathoms	7"	Manilla		2nd Kedge.	1	3.0.0	5.10.0.0	3.0.0	18125
		quality Good	Two	90 "	6 1/2"	"							

The Windlass is Good Iron Capstan None and Rudder Good Pumps Good

What arrangements for deadlights in bad weather? *Bulboyes and deadlights*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *Battened down* Height above deck? *15*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Nine scuppers, two freeing ports and open bulwarks in way of No. 2 and 4 hatches on each side.*

Cargo Hatchways.—How formed? *Of plates and angles*

State size **Main Hatch** 24 + 12 Forehatch 16 + 12 Quarterhatch ways (two) 24 + 12

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams? Deep webs and fore and afters as required by the Rules

Hatches, If strong and efficient? Yes; 3 solid.

Order for Special Survey No. 1282

Date 3rd Dec^r 1888

~~Order for Ordinary Surty No.~~

Date 6/8

No. 232 in Bilder's yard.

State dates of letters respecting this case

- 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

Dill under Special Survey

Date of first survey 31st July 1888.
" Last " 5th March 1899.

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

This vessel has been built in accordance with the Rules and the Drawings as submitted to, and approved by the Committee. The whole of the material used in the Hull, is of a good Malleable quality and has been tested as per Circular 436⁷⁴. The punching, countersinking and riveting have been well executed and the cement, which is Portland, well laid and firmly adhering to the several surfaces.

She has a poop 28 feet long, a topgallant forecastle 42 feet long, and an enclosed bridge 98 feet long.

This vessel is a sister ship to the S.S. "Osama", Regt. No. 6725, by the same Builders.

ROPNER & SON.

A. Fowler

State if ~~one, two, or three~~ decked vessel, or if ~~span, or~~ ~~awning~~ decked; and the lengths of poop, bridge, forecabin, ~~or~~ raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed ☒ 100A1 Steel

The amount of the Entry Fee£ 5 : : is received by me, (R. H. L)

Special£ 116 : 5 : 2-3 1889

(to be sent as per margin). Certificate ... : :

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

15 MARCH 1889
100A1 Steel

2 Dks 1 Ru 4 Sil
3 Ru B

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

From the further explanation now received it is submitted that this vessel appears to be eligible to be classed as a secondment.

1007A1 Still, no recommended
2 5th (1 Am. w/ 1st), 3rd B
- 2nd Bm (4th)