

IRON SHIP.

No. 5884 Survey held at *Glasgow* Date, First Survey *Nov. 3rd 81* Last Survey *18th Decr 81*
 On the *Iron Ship* *City of Benares*

TONNAGE under Tonnage Dept. <i>1564.55</i>	ONE OR TWO DECKED, WOODEN DECKED VESSEL.	Master <i>L. Adair</i>
<i>Ditto of Third, Spar, or Avoing Deck.</i>	Half Breadth (moulded) <i>19.04</i>	Built at <i>Whiteinch, Glasgow</i>
<i>Ditto of Poop, Raised Qr.</i> <i>53.53</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>25.33</i>	When built <i>1881-82</i> Launched <i>11th Decr 1882</i>
<i>Ditto of House on Deck</i> <i>15.78</i>	Girth of Half Midship Frame (as per Rule) <i>39.</i>	By whom built <i>Bareilly, Cuthbert & Co.</i>
<i>Ditto of Foremast</i> <i>50.73</i>	1st Number <i>P3.37</i>	Owners <i>Messrs George Smith & Co.</i>
<i>Gross Tonnage</i> <i>1644.39</i>	2nd Number <i>20863.8</i>	Residence <i>Glasgow</i>
<i>Net Tonnage</i> <i>1567.00</i>	Length <i>250.25</i>	Port belonging to <i>Glasgow</i>
<i>Room on Beam</i> <i>1567.00</i>	Proportions—Breadth to Length <i>6.57</i>	Destined Voyage <i>London</i>
	Depth to Length—Upper Deck to Keel <i>9.87</i>	If Surveyed while Building, Afloat, or in Dry Dock, Built under special survey

TH deck as per Rule	Feet. Inches.	BREADTH—Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Plating	Plating	No. of Decks with flat laid	No. of Tiers of Beams
	<i>250.3</i>	<i>38.1</i>		<i>23.0</i>	<i>23.0</i>			<i>2</i>	<i>2</i>
Dimensions of Ship per Register, length, <i>259.0</i> breadth, <i>38.2</i> depth, <i>23.0</i>									
KEEL , depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>				
STEM , moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
STERN POST for Rudder do. do.	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>				
FRAMES , Angle Iron, for 1/2 length amidships	<i>5 3/2 x 8</i>	<i>5 3/2 x 8</i>	<i>5 3/2 x 8</i>	<i>5 3/2 x 8</i>	<i>5 3/2 x 8</i>				
Do. for 1/2 at each end	<i>3 1/2 x 5</i>	<i>3 1/2 x 5</i>	<i>3 1/2 x 5</i>	<i>3 1/2 x 5</i>	<i>3 1/2 x 5</i>				
REVERSED FRAMES , Angle Iron	<i>9 1/2 x 10</i>	<i>9 1/2 x 10</i>	<i>9 1/2 x 10</i>	<i>9 1/2 x 10</i>	<i>9 1/2 x 10</i>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>12 1/2</i>	<i>12 1/2</i>	<i>12 1/2</i>	<i>12 1/2</i>	<i>12 1/2</i>				
thickness at the ends of vessel	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>	<i>49</i>				
depth at 1/2 the half-bdth. as per Rule	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>				
height extended at the Bilges	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>				
BEAMS , Upper, <i>Angle Iron</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>				
double Angle Iron on Upper edge	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>				
Average space	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>				
BEAMS , Lower Deck— <i>Angle Iron</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>				
double Angle Iron on Upper Edge	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>	<i>3 1/2 x 7</i>				
Average space	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>	<i>40</i>				
KEELSONS Centre line, single <i>double</i> plate	<i>18</i>	<i>13</i>	<i>18</i>	<i>13</i>	<i>18</i>				
Rider Plate	<i>12</i>	<i>13</i>	<i>12</i>	<i>13</i>	<i>12</i>				
Angle Irons	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				
Side Intercoastal Plate	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				
Attached to outside plating with angle iron	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				
BILGE Angle Irons	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				
BILGE STRINGER Angle Irons	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				
SIDE STRINGER Angle Irons	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>	<i>5 1/2 x 4</i>				

The **FRAMES** extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *7* apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to *Gunwale* on *and to every frame* alternately

KEEL 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 *1/2* in. diameter, averaging *5* ins. from centre to centre.

of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

on Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

of Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/2* thicker than the plates they connect.

from Bilge to *Main Sheerstrake*, worked clench, double *single* riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

from Bilge to *Main Sheerstrake*, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

of *Main Sheerstrake*, double *single* riveted.

of *Main Sheerstrake*, treble riveted for *1/2* length amidships. Butts of Upper *on Spar* Stringer Plate, treble riveted for *1/2* length.

of *Main Stringer Plate*, treble riveted for *1/2* length amidships. Butts of Upper *on Spar* Stringer Plate, treble riveted for *1/2* length.

Breadth of laps of plating in double riveting *5 1/4* Breadth of laps of plating in single riveting

Be *traps* of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double* No. of Breasthooks, *5* Crutches, *5* *Deep*

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

Man *tut* name or trade mark, *Angle Plate - M. & Co., Ltd., Glasgow*

The above a correct description.

Builder's Signature, *Bareilly, Cuthbert & Co.* Surveyor's Signature, *James Corrie* 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?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are 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

The iron was tested as required by the Rules with satisfactory results.

NUMBER for EQUIPMENT	SALES.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	No.	Weight Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Mach. Tested.
22254													
	Fore Sails,	Chain	135	1 1/2	97.5	270-1 1/2	9 1/2	Bower Anchors	1	36.2.21	33.11.3	36.2.0	20
	Fore Top Sails,	Iron Stream Chain	135	1 1/2	97.5	270-1 1/2	9 1/2		1	36.2.14	33.10.1.7	36.2.0	20
	Fore Topmast Stay Sails,		75	1 1/2	97.5	270-1 1/2	9 1/2		1	31.0.21	29.11.1.0	31.0.0	20
	Main Sails,		90	12	90-11			Stream Anchor	1	11.0.7	13.0.0.0	11.0.0	20
	Main Top Sails,		90	10 1/2	90-10 1/2			Kedge	1	5.1.0	7.11.3.14.5	2.0.22	20
			90	6 1/2	90-6 1/2			2nd Kedge	1	2.8.0	5.5.0.0	2.3.0	20

Standing and Running Rigging Wire & Hemp sufficient in size and good in quality. She has 4 long Boats and one fitted with life

The Windlass is Napier's patent, connected to Capstan on Forecastle and Rudder good Pumps good

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 2 Pipes, 6 Ports, 4 Scuppers on each side

Cargo Hatchways.—How formed? Iron Coamings.

State size Main Hatch 19'9" x 11'0" x 15" high Fore hatch 8'0" x 6'6" x 15" high Quarter hatch 8'0" x 6'6" x 15" high

If of extraordinary size, state how framed and secured? None do.

What arrangement for shifting beams? Shifting beam in Main hatch

Hatches, If strong and efficient? Yes, solid.

Order for Special Survey No.	1638	1st. On the several parts of the frame, when in place, and before the plating was wrought	Nov-3, 10, 14, 22; Dec-2, 8, 19, 22, 28, Jan-1, 12, 1882
Date	14th Sept. 1881	2nd. On the plating during the process of riveting	17, 23, 26, 30, Feb-2, 8, 10, 16, 21, 23, March 6, 9, 14, 17, 20, 23, 1882
Order for Ordinary Survey No.	311	3rd. When the beams were in and fastened, and before the decks were laid	27, 30, April 3, 11, 17, 20, 24, 27, May 3, 11, 15, 18, 22, 31, 1882
Date		4th. When the ship was complete, and before the plating was finally coated or cemented	June 7, 12, 15, 20, 22, 28, July 26, Aug-7, 16, 19, 31, 1882
No.	311	5th. After the ship was launched and equipped	Sep-4, 7, 20, 21, 27, Oct-3, 19, 23, 28, 1882

General Remarks (State quality of workmanship, &c.) The workmanship is good, and the vessel has been constructed in accordance with the approved sketches, and is fitted-out ship to the "Alamout", Glasgow report No. 5799. There is a slight difference in the rig, which is in accordance with the separate Ripping plan attached hereto. The equipment is supplied by the owner, the stream anchor and 1st Kedge are slightly below the rule requirements, but the collective weight of the whole of the anchors is in excess of that required by rule.

Forecastle - 38'0" with wood breast bulkhead 4'0" back from front.

Midship deck house at fore end of main hatch 28'0" x 11'10" x 7'0" high.

Loop - 28'0" with iron breast bulkhead and teak doors.

State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, and quarter-deck (if double bottom, state particulars in separate form)

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

I am of opinion this Vessel should be Classed * 100 A.1. 2 Decks, 2 tiers of beams

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, (Signature)

Special ... £ 64 : 3 : 6

Certificate ... Gratis

(Travelling Expenses, if any, £)

Committee's Minute

Friday, 3rd December, 1882.

Character assigned

100 A.1

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

The stream anchor and 1st Kedge are slightly below the rule requirements, but the collective weight of the whole of the anchors is in excess of that required by the Rules.

In other respects this vessel appears eligible for class * 100 A.1. as recommended.

LA-CAF-T84-1