

29 OCT 1955

On the Iron Screw Steamer "City of Bombay"

TONNAGE under }
Tonnage Deck } 2965.44

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

Mas

Ditto of Third, Spar,) on Running Deck.)	1199.65	Half Breadth (moulded)	Feet. 23.9	Build
Ditto of Fourth, Spar,) on Running Deck.)	41165.09	Depth	21.6	

Depth	from upper part of Keel to top of Upper Deck Beams	21.75	Whe
Girth	of Half Midship Frame (as per Rule)	49.95	D

on Deck 71 / 1
 Ditto of 105.6
 1st Number 105.6

Gross Tonnage 1 4491.61 1st Number, if a 3-Decked Vessel .. deduct 7 feet 7.0
92.6

Less Crew Space	115.86	Length	402.16	Port
4375.75	2nd Number	306520		

Less Engine Room 1437.32

Proportions— Breadths to Length.. . . . *P. 4*

Register Tonnage 1437.32

Register Tonnage as cut on Beam)	2938.43	Depths to Length—Upper Deck to Keel	12.6	If S
		Main Deck ditto	16.4	Pa

LENGTH on deck as	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of
120		0	14		0		20		24

per Rule ... 402-2 Moulded... 401 Do. do. Main Deck Beams..... 29 52 Engines
Dimensions of Ship per Register, length, 404 breadth, 48 depth, 29.25 Depth Moulded

KEEL, depth and thickness	...	...	...	...	Inches in Ship.	21.55	Flat Keel Plates, breadth a
					11 x 3 1/4	11 x 3 1/4	PLATES in Garboard Strake

STEM , moulding and thickness...	...	...	...	11 x 3 $\frac{1}{4}$	11 x 3 $\frac{1}{4}$	From Garboard Stain
STERN-POST for Rudder do. do.	...	...	...	11 x 4 $\frac{1}{2}$	11 x 4 $\frac{1}{2}$	Of d'bling at Bilge.

" " for Propeller	11 x 42	11 x 42	" " and length applied
Distance of Frames from moulding edge to	24	24	" " From up prt of Bilge to l

moulding edge, all fore and aft	... ..)	(Class <i>100A</i>)	"	Sheerstrake, bread			
Inches.	Inches.	16ths	Inches	Inches	16ths	"	Of d'bling at Sh'stk. & In.
in Ship.	in Ship	in Ship	per Rule	per Rule	per Rule		

FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships ...	42	32	9	42	32	9	„ From Mn. to Upr. or S
Do. for 1 at each end	42	32	9	42	32	9	„ Up. or Spar Dk Sh'rstrak

Do. for $\frac{1}{2}$ at each end	22	22	0	22	22	0	Butt Straps to outside plating
REVERSED FRAMES, Angle Iron	4	3 $\frac{1}{2}$	0	4	3 $\frac{1}{2}$	0	Lengths of Plating
FLOORS, depth and thickness of Floor Plate)	30	30	0	30	30	0	

at mid line for half length amidships	...	10	30	10
thickness at the ends of vessel	...	8		8

depth at $\frac{3}{4}$ the half-bdth. as per Rule ...	15	15			Upper Deck Beams, side
height extended at the Bilges... ..	60	60			Angle Iron on ditto ...
					Tie Plates fore and aft, outside

BEAMS, Upper, Spar, or Lying Deck	9 1/2	10	9 1/2	10	Diagonal Tie Plates on Beam
Single or Double Ang. Iron, Plate or Tee Bulb Iron	9 1/2	10	9 1/2	10	Flat of Up., Spar, or Lying

Single or double Angle Iron on Upper edge	...	32	32	4	32	32	4	How fastened to Beams?
Average space...	...	40			40			Stringer Plate on ends of M

BEAMS, Main, or Middle Deck	10	10	102	10	Beams, breadth and thick
Singles or Double Angle Iron, Plate or Two Bulb Iron	32	32	32	32	Is the Stringer Plate attached
Singles or Double Angle Iron on Upper Edge	32	32	32	32	

Average space... ..	40		40						Angle Irons on ditto, No.
BEAMS, Lower Deck.. ..	60		60						Tie Plates, outside Hatchw

BEAMS, Lower Deck—	10 3/4	10	10 3/4	10	Diagonal Tie Plates on Beams
Single or Double Angle Iron, Plate or Tee Bulb Iron	3 1/2	3 1/2	0	3 1/2	Flat of Middle Deck* do.
Single or Double Angle Iron on Upper Edge	3 1/2	3 1/2	0	3 1/2	

Average space... ..	48	48
BEAMS, Hold, or Orlop—		

How fastened to Beams
 Stringer Plates on ends of I

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge ...

Average space... ..	26	14	26	14	Angle Irons on ditto, No.
KEELSONS Centre line, single or double plate, }					Stringer or Tie Plates, outs

Box, or Intercoastal, Plates ...		9		9	Flat of Lower Deck *
" Rider Plate ...	14	14	14	14	
" Ball Plates, Intercoastal Keel ...					

Bulb Plate to Intercoastal Keelson ...	6	4	11	6	4	11	Ceiling betwixt Decks, thick
Angle Irons ...	6	4	11	6	4	11	" in hold
Double Angle Iron Side Keelson	6	4	11	6	4	11	do

Double Angle Iron Size Reason ...	10	11	12	13	14
Side Intercoastal Plate ...	16	17	18	19	20

Attached to outside plating with angle iron	3 1/2	3 1/2	4	3 1/2	3 1/2	4	Can the Rudder be unshipped
BULGE Angle Irons	2	1	1	2	1	1	Bulkheads No. 4 No.

"	do.	Dull Iron	16 1/2	14	16 1/2	14	"	Thickness of	7/16
"	do.	Intercoastal plates riveted to					"	Height up	1 1/2

plating for <u>3</u> length	4	4	4	4	4	
BILGE STRINGER Angle Irons	6	4	11	6	4	11

Intercostal plates riveted to plating for length	4	7	"	Size of Vertical Angle
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SIDE STRINGER Angle Irons 6 4 11 6 4 11 " Are the outside Plates

The **FRAMES** extend in one length from Wall to summit Riveted through

The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *Up: 2" in every*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts

PLATING. Carboard double riveted to Keel with rivets *1 1/2* in diameter averaging *9* ins. from centre

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. in diameter, all except Garboard

Butts from Keel to turn of Bilge, worked carvel, double riveted with rivets 7 in. diam.
 Butts of ^{perfect double}all ²²Strakes at Bilge for ²length, treble riveted with Butt Straps ²16 thicker

Edges from Bilge to Main Sheerstrake,	worked clencher, double or single riveted ; with rivets	/	
Butts from Bilge to Main Sheerstrake,	worked carvel, double riveted ; with rivets	/	in.

" **Edges of Main Sheerstrake,** double ~~or single~~ riveted. **Upper Sheerstrake,** double ~~or single~~ riveted.
 " **Butts of Main Sheerstrake,** treble riveted for 2 length amidships. Butts of Upper ~~or Spar~~ S

Butts of Main Stringer Plate, treble riveted for $2 \frac{1}{2}$ length amidships. Butts of Upper or Spar Str

Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *Treble & Double* No. of B

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.
 Manufacturer's name or trade mark *Iron & Steel Co's Keelsons*

The above is a correct description of one barrel of Soda from the States, W. Hartpool Tenn Co. Flours, Meats
and other goods. W. Hartpool Tenn Co.
 Surrender's Signature. W. Hartpool Tenn Co.

Builder's Signature, *J. V. White* Director - Surveyor's Signature, *Surveyor to L...*

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road,

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? *very few.*

Masts, Bowsprit, Yards, &c., are *all* 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. *Fore Mast 97.0 Extreme x 29 diam. 3 plates in the round 16 to 16, and 3 angles 3 1/2 x 3 x 7/16. Main Mast 100.9 x 29 diam. Constructed as the fore mast; seams double and butts lapped riveted; doubled at the partners; plates stamped, and tested as required by the Rules. Mizzen Mast of P. pine 81 x 21. Fore & Main Lower Yard 4 of Iron 43.3 x 10; 2 plates in the round 16 to 16; Seams single. Butts lapped & riveted.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	1	43.1.25	38.5.0.0	43	No. 19642
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	2	43.0.0	37.17.2.0	43	No. 19645
Fore Sails,	Chain	150	2 1/4	127 1/2 x 9 1/8	300 x 2 3/8	No. 15088		3	40.3.8	36.8.0.14	43	No. 19664
Fore Top Sails,	Iron Stream Chain	144-148	2 1/4	do	90 x 1 1/8	No. 15081		4	39.0.7	35.4.0.7	36 1/2	No. 19669
Fore Topmast Stay Sails,	or Steel Wire ..	90	13	45 1/2 x 22 1/2	or 4 3/4 S.W.	No. 15030		5	14.1.20	16.1.1.0	14	No. 19670
	or Hempen Strm Cable	Chain 144-148	do	do	do	do		6	7.1.4	9.11.2.7	7 1/2	No. 19671
	Towline, Hemp.	100	5" black wire	120 x 14	certificates	do		7	3.2.18	6.3.0.14	3 1/2	No. 19672
Main Sails,	or Steel Wire ..	100	4"	do	or 4 3/4 S.W.	of test of	Stream Anchor					
Main Top Sails,	Hawser	150	4"	do	90 x 12	Steel wire by	Edge					
and	Warp	120	3"	do	90 x 10	By the	2nd Kedge					
	quality	120	3"	do	do	and then 40 of 7/8"						

Standing and Running Rigging *Wire Hemp* sufficient in size and *good* in quality. She has *two* Life Boats and *four* others.

The Windlass is *Patent and good* Capstan *good* and Rudder *good* Pumps *good*.

Engine Room Skylights.—How constructed? *of Teak on iron beams.* How secured in ordinary weather? *Bolts and nuts.*

What arrangements for deadlights in bad weather? *Gratings and tarpaulins.*

Coal Bunker Openings.—How constructed? *plates & angles.* How are lids secured? *Solid hatch covers with bars.* Height above deck? *14 ins.*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Eight scuppers each side, with open railing before and abaft the bridge.*

Cargo Hatchways.—How formed? *of plates and angles. Comings 14" above deck.*

State size Main Hatch *20.0 x 12.0* Forehatch *12.0 x 10.0* Quarterhatches *12.0 x 12.0 & 12.0 x 10.0*

If of extraordinary size, state how framed and secured? *Two web plates in large hatch; shifting beams and fore and afters in all hatches.*

What arrangement for shifting beams? *fore and afters in all hatches.*

Hatches, If strong and efficient? *Yes, solid.*

Order for Special Survey No. *161* Date *Sept 3rd 1884*

Order for Ordinary Survey No. *30* in builder's yard. Date *—*

State dates of letters respecting this case *March 31, Aug 5, Sept 6, Oct 11, 1884; and Jan 29, 1885.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the accompanying approved tracings, viz: Midship section, Longitudinal section, sketch in way of Boilers, pumping plan, and sketch in way of Bridge & Fiddle.*

-Excepting where otherwise noted, in compliance with the Secretary's letters, dated as above; and the Rules generally have been adhered to; she is a "Three decked" steamer, having a Forecastle 44 feet long; Bridge 150 feet long.

enclosed for 72.0 from fore end; the after part covering Engines and Boilers, passages, and wing houses each side; and a wheel house aft 29 x 13.6.

The materials used in her construction, and the workmanship are very good.

**Pumping plan as present in Glasgow.*

State if *one, two, or three decked vessel, or if open or running decked*; and the lengths of *poop, bridge, fore-castle, and 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 A1*

The amount of the Entry Fee£ 5 : : is received by me, *James Curpin*

Special£ 137 : : *G. Stambury*

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

(Travelling Expenses, if any, £).

Committee's Minute *TUESDAY 2 FEB 1886*

Character assigned *100 A1*

3 Dhs (two iron)

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