

3 Decks

IRON OR STEEL STEAMER.

(Received at London Office)

FEB. 9, 1892

No. 4039 Survey held at

Belfast

On the

Maharatta

TONNAGE under

3885.47

Do. between Tonnage Dk.

1459.06

Do. of Poop

26.20

Do. of Bridge House

12.83

Do. of Houses on Deck

10.05

Do. of Forecastle

74.79

Do. above Crown of

93.31

Gross Tonnage

5619.11

Less Crew Space

139.66

Less above Crown of

93.31

TONNAGE FOR FEES

5446.14

Less Engine Room

1817.32

Less Navigation Spaces

33.54

Register Tonnage

3688.59

as cut on Beam

THREE DECKED VESSEL.

CLASS +100 A 1

Half Breadth (moulded) 24.5

Depth from upper part of Keel to top of Upper Deck Beams 34.4

Girth of Half Midship Frame (as per Rule) 112.9

deduct 7 feet 7

1st Number 105.9

Length 443

2nd Number 469.13

Proportions—Breadth to Length 9.04

Depth to Length—Upper Deck to top of Keel 12.9

Main Deck ditto 10.2

Destined Voyage Calcutta via London

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

Master A. McKenzie

Year of appointment 1891

Built at Belfast

When built 1891 Launched Nov. 19. 91

By whom built Harland & Wolff Ltd.

Owners J. & J. Brocklebank

Managers " " "

Residence Liverpool

Port belonging to Liverpool

LENGTH on Deck	Feet	Inches	BREADTH	Feet	Inches	DEPTH top of Floors to Upper Deck Beams	Feet	Inches	Power of Horse	No. of Decks with flat laid	No. of Tiers of Beams
as per Rule	443		Moulded	49		Do. do. Main Deck Beams	22	13	Engines 374	Three	Three

Dimensions of Ship per Register, Length 446 Breadth 49.2 depth 30. Moulded depth, ft. 33 ins. 0 To Upper Dk. Round up of Beam, Upper Dk. 9 ins.

FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness 10 x 3

EM, moulding and thickness 10 x 3

STERN-POST for Rudder do. do. 12 x 8

for Propeller 12 x 8

MAIN-PIECE of Rudder, diameter at head 10 1/2

do. at heel 10 1/2

RUDDER, how constructed of Cast Steel with single plate 1 1/2

Can the Rudder be unshipped afloat? Yes

FRAMING.

RAME, Angle, or Bars for 1/2 length amidships 4 x 3 1/2 x 12 1/2

Do. for 1/4 at each end Angles 4 x 3 1/2 x 10 9

Do. in way of Double Bottoms 3 1/2 x 10 3 1/2 x 10

Distance of Frames from moulding edge to moulding edge, all fore and aft 30

REVERSED FRAME Angles at Ends 3 1/2 x 10 3 1/2 x 10

FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 1

in way of Engines and Boilers 1

thickness at the ends of vessel 1

depth at 1/2 the half breadth, as per Rule 1

height extended at the Bilges 1

FLOORS & BRACKETS in Cell Dble Bottoms 1 1/2 x 10 1 1/2 x 10

Distance apart 10 1 1/2 x 10 1 1/2 x 10

CENTRE GIRDER, in Dbl Btm, depth & thickness 1 1/2 x 10 1 1/2 x 10

Angles, Top 4 x 4 x 9 Bottom 4 x 4 x 9

SIDE GIRDERS, number and thickness 2 1/2 x 10 2 1/2 x 10

Angles 3 1/2 x 10 3 1/2 x 10

N PLATE, dpth (excl. of flange) & thickness 4 x 10 4 x 10

Angles 4 x 10 4 x 10

BOTTOM PLATING, breadth and thickness of Middle Line Strake 11 11

in Engine and Boiler space 11 11

Remainder in Holds 9 9

MS, Upper Deck, Single Angle, Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Angle, Plate or Tee Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Average space Channel section Channel section

BEAMS, Middle Deck, Single Angle, Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Angle, Plate or Tee Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Average space Channel section Channel section

BEAMS, Lower Deck, Single Angle, Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Angle, Plate or Tee Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Average space Channel section Channel section

BEAMS, Hold, or Orlop, Plate or Tee Bulb 8 x 3 1/2 x 12 10 8 x 3 1/2 x 12 10

Average space 30 30

Angles on upper edge 1 1

BEAMS, Poop and Bridge Deck, Angle, Bulb 7 x 3 8 7 x 3 8

Angle, Plate or Tee Bulb 7 x 3 8 7 x 3 8

Angles on upper edge 30 30

Average space 30 30

BEAMS, Forecastle Deck, Angle, Bulb Angle, 7 x 3 8 7 x 3 8

Plate or Tee Bulb 7 x 3 8 7 x 3 8

Angles on upper edge 30 30

Average space 30 30

BEAMS, In tween Decks, Size and Spacing 3 1/2 x 8 60 3 1/2 x 8 60

Hold 4 1/2 x 8 120 4 1/2 x 8 120

WEB FRAMES, In Fore Body, No. and spacing 4 1/2 x 8 120 4 1/2 x 8 120

Brdth. & Thickness 4 1/2 x 8 120 4 1/2 x 8 120

No. of Side Stringers 4 1/2 x 8 120 4 1/2 x 8 120

WEB FRAMES, In After Body, No. and spacing 4 1/2 x 8 120 4 1/2 x 8 120

Brdth. & Thickness 4 1/2 x 8 120 4 1/2 x 8 120

No. of Side Stringers 4 1/2 x 8 120 4 1/2 x 8 120

Size of Angles or Tee Bars to Web Frames 4 1/2 x 8 120 4 1/2 x 8 120

BRACKET PLATES to Stringers between Web Frames, Depth and Thickness 4 1/2 x 8 120 4 1/2 x 8 120

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 1

Rider Plate 1

Bulb Plate to Intercoastal Keelson 1

Horizontal Plates on Floors 1

Angles 1

SIDE KEELSON, Angles 1

Bulb or Plate above floors, for length 1

Intercoastal Plate, for length 1

Attached to outside Plating with Angle 1

BILGE KEELSON, Angles 1

Bulb or Plate above floors, for length 1

Intercoastal Plate for length 1

Attached to outside Plating with Angle 1

BILGE STRINGER Angles 1

Bulb Plate for length 1

Intercoastal Plate for length 1

Attached to outside Plating with Angle 1

SIDE STRINGER Angles 1

Bulb or Intercoastal Plate for lng. 1

Attached to outside Plating with Angle 1

Upper Deck Stringer Plate, on ends of Beams, breadth and thickness 36 x 40 18 x 15 36 x 40 18 x 15

Angle on ditto 5 x 5 x 18 5 x 5 x 18

Tie Plates fore and aft, outside Hatchways 1

Flat of Dk. * Steel, for entire lng. 1

Wood Material & thickness 1

How fastened to Beams 1

Middle Deck Stringer Plate, br'dth & thickness 36 x 43 11 36 x 43 11

Angles on ditto, No. 2 4 x 4 x 10 4 x 4 x 10

Tie Plates outside Hatchways 1

Diagonal Tie Plates on Bms, No. of prs. 1

Flat of Dk. * Steel, for entire lng. 1

Wood Material & thickness 1

How fastened to Beams 1

Lower Deck Stringer Plate, br'dth & thickness 36 x 43 11 36 x 43 11

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

Tie Plates, outside Hatchways 1

Flat of Deck * Material and thickness 1

How fastened to Beams 1

Hold or Orlop Stringer Plate, br'dth & thickness 36 x 11 36 x 11

Is the Stringer Plate attached to the outside Plating? Yes

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

Tie Plates outside Hatchways 1

Flat of Deck * Material and thickness 1

How fastened to Beams 1

Poop Deck Stringer Plate, breadth & thickness 36 x 8 36 x 8

Angle on ditto 3 1/2 x 3 1/2 x 8 3 1/2 x 3 1/2 x 8

Tie Plates 18 x 8 18 x 8

Flat of Deck, Material and thickness 36 x 8 36 x 8

Bridge Deck Stringer Plate, breadth & thickness 36 x 8 36 x 8

Angle on ditto 3 1/2 x 3 1/2 x 8 3 1/2 x 3 1/2 x 8

Tie Plates 18 x 8 18 x 8

Flat of Deck, Material and thickness 36 x 8 36 x 8

Forecastle Deck Stringer Plate, br'dth & thickness 36 x 8 36 x 8

Angle on ditto 3 1/2 x 3 1/2 x 8 3 1/2 x 3 1/2 x 8

Tie Plates 18 x 8 18 x 8

Flat of Deck, Material and thickness 36 x 8 36 x 8

PLATING.

D'bling or inc. thickness & len. appl'd.

PLATES in Garboard Strakes, br'dth & thickness 51 x 13 51 x 13

from Garboard to lower part of Bilges 14 x 13 14 x 13

State Thickness of Plating in way of Double Bottom 14 x 13 14 x 13

Bilges, number of Strakes and thickness 3 14 3 14

Of doubling at Bilge, or increased thickness, and length applied 14 x 13 14 x 13

from up. prt. of Bilge to Ir. edge of Sh' strake 14 x 13 14 x 13

Sheerstrake, breadth and thickness 16 x 20 16 x 20

Of d'bling at Sh' strake, & length appl. At ends of 16 x 20 16 x 20

Poop Sides 10 x 20 10 x 20

Bridge do. 10 x 20 10 x 20

Forecastle do. 10 x 20 10 x 20

Lengths of Plating 26 feet 15 feet

Ceiling betwixt Decks, thickness and material **6 x 2 Spruce.**

" in hold do. do. **2 1/2 Pine**

No. in Vessel **Sixteen**

Angles. Spacing. Height up Rivets by Rule Singl or Dble. Frames

W. T. BULKHEADS **(8 1/2 x 20)**

PARTITION ..

LONGITUDINAL

Vrtcl. **6 x 3 1/2 x 20 = 30**

Hrztntl. **8 x 3 = 24 bulk 40**

Vrtcl. angle

Hrztntl.

Vrtcl.

Upper deck double

Number of Breasthooks **Six**

Crutches **Four and deep floors**

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

The FRAMES extend in one length from **Range plate** to **furnace**. Riveted through plates with **1** in. Rivets, about **5 1/2** apart.

The REVERSED ANGLE on floors and frames from **Range plate** to **Main & Upper decks alternately at ends**; All to upper deck abaft after peak bulkhead and alternate reverse bars to Forecastle Deck.

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

Carboard, double riveted to Keel or Flat Plate Keel, with rivets **1 1/2** in. diameter, averaging **4 1/2** ins. from centre to centre.

Edges of Carboards, and to upper part of Bilge, worked clencher, double riveted; with rivets **1 1/2** in. diameter, averaging **4 1/2** ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for — length; with rivets — in. dia., averaging — ins. from cr. to cr.

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

Butts of all Strakes at Bilge for **Entire** length, treble riveted and **Double Straps** thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets **1** in. diameter, averaging **4 1/2** ins. from centre to centre.

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

Plates below Sheerstrake — " — quadruple or half quadruple length amidships. **With double butt straps** remains well riveted.

Edges of Sheerstrake, double riveted.

Butts of Middle Deck Stringer Plate, treble riveted for **Entire** length amidships. **Butts of Upper Deck Stringer Plate**, treble riveted for **Entire** length with double butt straps for **5** length, **much faster lapped quadruple** Single or Double Straps for **half** length.

" " Single or Double Straps for — lgth. amidships.

Butts of Inner Bottom Plating **double** riveted for **Entire** length. Butts of Centre Girder **Treble** riveted.

Breadth of edge laps of Shell Plating in double riveting **6 1/4"** Breadth of edge laps of Shell Plating in single riveting —

Butt Straps of Shell Plating, breadth and thickness — Butts if Lapped, breadth of laps **15, 12, & 10**.

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? **Quintuple, quadruple and treble.**

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; James Nasmyth & Co. Ltd.; Bessemer Steel C. Co. Portland; Brown Forman Long & Co.; Harland & Wolff; Keelsons Clydebridge, Glasgow; J.B. Stockton & Co. Workmanship.**

Are the butts of plating planed, or otherwise fitted? **Planed.** Outside plating consists, Clydebridge, Steel C. Co. Port.

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 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 facing surfaces? **Yes.** Do any rivets break into or through the seams or butts of the plating? **Very few.**

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. Butts.

Fore **Steel** 123-3 At Partners. Heel. Hounds. Head. Number. Size. Seams. Riveting. Butts.

LOWER MASTS. Main 124-3 20 x 3/8 21 x 3/8 18 1/2 x 3/8 8 x 3/8 3 3 3 3/4 x 3/8 Single Quadruple

Mizzen 105-3 24 x 3/8 20 1/2 x 3/8 15 x 3/8 7 x 3/8 3 3 3 3/4 x 3/8 Treble &

Jigger 94-9 22 x 3/8 19 x 3/8 13 1/2 x 3/8 6 1/2 x 3/8 3 3 3 3/4 x 3/8 double

Yards and Remainder of Spars of Pitch pine.

Rigging, Material and Size, Shrouds **4 1/2, 4 1/2, 4 and 3 1/4 resp.; steel wire.** Stays **4 1/2, 4, 3 1/4, 2 1/2 resp.; all double**

Sails. One complete Suit of good canvas Sails, and the following spare sails

EQUIPMENT No. **2906** LETTER **A** ANCHORS.

Number of Certificate. WEIGHT, EX-STOCK. TEST PER CERTIFICATE. Description of Anchor. Makers. Where and when tested, and Superintendent.

1st Bower ... **47** Cwts. qrs. lbs. **11 2 15** Tons. Cwts. qrs. lbs. **40 10 .** **40 2** **Sturtevant's L. Slingby Sons. Ketchikan 20 Sep. 91**

2nd ... **47 2 16** **12 0 15** **40 19 14** **40 2** **" "**

3rd ... **47 1 1** **11 2 24** **40 13 0** **40 2** **" "**

4th ... **47 1 1** **10 0 10** **39 4 3** **30 2** **" "**

Collective weight **183 0 14** **179** **" "**

Stream ... **17 0 15** **4 1 5** **10 8 3** **16 3 0** **" "**

Kedge ... **2 3 0** **2 0 23** **11 . .** **8 2 0** **" "**

2nd Kedge ... **4 0 16** **1 0 23** **6 12 2** **4 0 0** **" "**

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Fathoms & size. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Fathoms. Size. Fathoms & Size. Per Rule.

21352 **149 4 1/2** **2 1/2** **134 3/4** **404 1 21** **300 x 2 1/2** **Redlink Slingby Sons. Ketchikan 20 Sep. 91** **Domestic** **90 12** **90 x 12**

21354 **150 15** **"** **90 3/4** **403 3 14** **90 x 1 1/2** **Real Blue Bullivant** **D. Lewis Sup. 5** **Hawser** **3 x 90** **7** **90 x 10**

Iron Steam Chain or Steel Wire **120 5 64** **a S.S.W.** **" "** **PC London** **4 Dec. 1891** **4 x 90** **6** **" "**

Towline if steel wire **2 x 60 3 18** **120 x S.S.W.** **" "** **" "** **" "**

Boats **Two life boats and three others.**

Pumps, Number **Seven** Diameter of Barrel and Tail Pipe **5 in. and 2 1/2 in. respectively**

The Windlass is **Harfield's Patent Steam & Good** Capstan

Engine Room Skylights.—How constructed? **of plates and angles on coamings 4 ft above Bridge deck**

What arrangements for deadlights in bad weather? **Solid top with bulls eyes.**

Coal Bunker Openings.—How constructed? **of plates & angles** How are lids secured? **with hatch bars** Height above deck? **13 under br.**

Number of Scupperns, and number and dimensions of Freeing Ports, &c. **6 Scupperns, 7 freeing ports 30 x 12 and open railings abreast Nos 3 and 6 hatchways each side**

Cargo Hatchways.—How formed? **of plates and angles.** Hatches, If strong and efficient? **Yes & solid.**

State size No. 1 Hatch (Forward) **15.0 x 12.0** No. 2 Hatch **22.0 x 14.0** No. 3 Hatch **15.0 x 12.0** No. 4 Hatch **14.6 x 12.0**

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch **One shifting beam & 1 fore & afters in No. 1, 2 deep web plates and 3 fore & afters in No. 2; one deep web plate and 1 fore & afters in all the others.**

Bulwarks, height above deck and description **4.6 of 20 Steel** Main Rail, material and size **Steel angle bulb 6 x 3 x 20**

The above is a correct description.

Builder's Signature (here only) **Richard Woolfson.** Surveyor's Signature, **James Curpin**

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

Order for Special Survey No. 309
Date Mar. 3^d 1891
Order for Ordinary Survey No. _____
Date _____
No. 246 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
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

Mar. 20, April 4, 9, 14, 24, May 1, 6, 8, 13, 20, 29, June 3, 10, 26, July 6, 10, 23, 28, 31, Aug. 4, 10, 19, 20, 28, Sep. 11, 18, 29, Oct. 7, 23, 27, 30, Nov. 3, 5, 6, 10, 13, 14, 18, 26, Dec. 3, 12, 19, 22, 1891.
Jan. 12, 16, 23, 28, 1892. Total No. of Visits 47

State dates and initials of letters respecting this case M. July 8th, Oct. 1st, Nov. 13th, 15th, 1890, April 2nd, July 9th, 1891

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved tracings forwarded with the First Entry Report No. 3940, on the S.S. "Cheshire" to which she is similar in all essential particulars. The Secretaries' letters dated as above have been complied with, so far as they apply, and the Rules in all other respects have been adhered to. The frames forward are doubled from keel to lower deck for 40 feet abaft the collision bulkhead, and the rivets are spaced closer than required by the Rules in all parts of the vessel; and she is a duplicate in every respect of the S.S. "Tudor" built for the same Owners, vide Report No. 4019. The materials used in her construction, and the workmanship are very good. A tracing of approved midship section accompanies this report.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 55 ft., R.Q.D. or Break 0 ft., Bridge Dk. 90 ft., F'castle 52 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 Dks (Steel) 3 tr B.
Official No. 99366; Signal Letters

PARTICULARS OF WATER BALLAST.—
Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons
Double bottom, under engines and boilers, length and water capacity in tons If under engine only, or boilers only, state which and water capacity in tons
Double bottom, constructed on the cellular system, length 330 feet and water capacity in tons 1222
Fore peak tank, water capacity in tons 60 After peak tank, water capacity in tons 50
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 Portland Cement & paint Outside paint

FREEBOARD assigned by the Committee, as per Secretary's Letter dated Dec 29th 1891
In Summer 8 ft. 2 1/2 ins.
In Winter 9 ft. 2 1/2 ins.
For Winter in North Atlantic 9 ft. 8 1/2 ins.
Fresh Water above the centre of disc 6 ins.
To top of Wood, Iron or Steel Upper Deck
Statutory deck line

State if marked on Vessel's sides in accordance with Notice No. 672 Printed instructions

The amount of Entry Fee £ 5 - - - is received by me, Special £ 161. 3 - - - Certificate to be sent to
Certificate £ Grati
Travelling Expenses, if any £ - - -
I am of opinion this Vessel should be Classed +100 A 1
2 Dks (Steel) 3 tr B.

Committee's Minute
Character assigned
+L h.b. 1/92 100 A 1 Steel
L. A. & C. P. 2 Dks (Stl) 3 tr B.
F.K. J.P.

It is submitted that the vessel appears eligible to be classed 100 A.1 (Steel) as recommended.
2 Dks (Steel) 3 tr B.
All S.D. particulars above.
F.K.

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

TUES. 2 FEB 1892

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