

IRON SHIP.

(RECEIVED 24th APR 1882)

No. 5688 Survey held at Glasgow Date, First Survey 18th Augt 1881 Last Survey 20th April 1882

On the Iron Screw Steamer "Indulela"

TONNAGE under
Tonnage Deck 1366.14
Ditto of Lower Deck 141.22
Ditto of Upper Deck 104.44
Ditto of Houses 6.20
Gross Tonnage 1618.00
Less Crew Space 60.46
Less Engine Room 524.40
Register Tonnage 1033.39
as out on Beam

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

Half Breadth (moulded) 18.91
Depth from upper part of Keel to top of Upper Deck Beams 20.84
Girth of Half Midship Frame (as per Rule) 36.20
1st Number 75.98
2nd Number 194.0
Length 258.5
2nd Number 194.0
Proportions— Breadths to Length 6.83
Depths to Length— Upper Deck to Keel 12.38
Main Deck ditto

Master *Francisco Salvidegoitia*
Built at *Glasgow*
When built 1881-82 Launched 5/4/82
By whom built *Alca. Stephen & Sons*
Owners *Señor Jose Martinez de la Riva*
Residence
Port belonging to *Bilbao*
Destined Voyage *Bilbao*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 258.5 Feet. BREADTH Moulded 34.82 Feet. DEPTH top of Deck Beams 14.5 Feet. Power of Engines 200 Horse. No. of Decks with flat laid One No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 260.4 breadth, 38.0 depth, 14.3

KEEL, depth and thickness 9x2 1/2
STEM, moulding and thickness 9x5
STERN-POST for Rudder do. do. 9x5
" " for Propeller 9x5
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 5 3 8
Do. for 1/2 at each end 5 3 4
REVERSED FRAMES, Angle Iron 3 3 4
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships Cellular bottom constructed in conformity with the approved drawings accompanying this report.

BEAMS, Upper Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 3 8
Single or double Angle Iron on Upper edge 6 3 9
Average space 24

BEAMS, Main, or Middle Decks Single or double Angle Iron, Plate or Tee Bulb Iron 6 3 9
Single or double Angle Iron on Upper edge 6 3 9
Average space 24

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron 10 10
Single or double Angle Iron on Upper edge 4 4 9
Average space 20

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 4 4 9
Single or double Angle Iron on Upper edge 4 4 9
Average space 20

KEELSONS Centre line, single or double plate, box, or intercostal, Plates 40 10
" Rider Plate 40 10
" Bulb Plate to Intercostal Keelson 40 10
" Angle Irons 40 10
" Double Angle Iron Side Keelson 40 10
" Side Intercostal Plate 40 10
" do. Angle Irons 40 10
" Attached to outside plating with angle iron 40 10

BILGE Angle Irons 3 3 4
" do. Bulb Iron 10 4
" do. Intercostal plates riveted to plating for length 135 1/2 feet
BILGE STRINGER Angle Irons 5 4 9
Intercostal plates riveted to plating for half length 10 8
SIDE STRINGER Angle Irons 5 4 9

Flat Keel Plates, breadth and thickness 36 16
PLATES in Garboard Strakes, br'dth & thickness 45 12
From Garboard to upper part of Bilges 90 10
Of Bilge at Bilge, or increased thickness, and length applied 100 11
From upper part of Bilge to edge of Sh'rstrake 100 11
Main Sheerstrake, breadth and thickness 48 15
Of d'bling at Sh'stk. & Ing. applied 1/2 length 33 10
From Main to Upper or Spar Deck Sh'rstrake 33 10
Upper Spar Deck Sh'rstrake, br'dth & thickness 100 11
Butt Straps to outside plating, breadth & thickness 100 11
Lengths of Plating 6 frame spaces 5 spaces
Shifts of Plating, and Stringers 2 spaces 2 do

Gonwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 48 10
Angle Iron on ditto No. 1 4x4 9
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs
Flat of Upper Spar, or Awning Deck, Quarter deck (whole rim deck) 6
How fastened to Beams Riveted
Stringer Plate on ends of Main or Middle Deck 48 10
Beams, breadth and thickness 48 10

Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 1 4x4 9
Tie Plates, outside Hatchways
Diagonal Tie Plates on Beams, No. of pairs
Flat of Middle Deck do. do. (whole rim deck) 6
How fastened to Beams Riveted
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 34 9
Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 4x4 9
Stringer or Tie Plates, outside Hatchways 10 9
Flat of Lower Deck, Free bulb-iron 10 9

Ceiling betwixt Decks, thickness and material 6x2
" in hold do. do. 2 1/2
Main piece of Rudder, diameter at head 6 1/2
do. at heel 3 1/2
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 No. per Rule 4

" Thickness of 6 to 5
" Height up Main and Quarter decks
" How secured to sides of ship Double frame angle bars
" Size of Vertical Angle Irons 3x3x4 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from Ring plate to ring plate and from ring plate to ginnacle
The REVERSED ANGLE IRONS on floors and frames extend from ring plate to main and Quarter decks and to Hold beams 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 in. diameter, averaging 4 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
" Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
" Butts 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 or single riveted.
" Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Sheerstrake, treble riveted for half length amidships.
" Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
" Treble double or single Riveted? Treble No. of Breasthooks, 4 Crutches, 3

Surgeons, Tie, and Stringer Plates, Outside Plating, &c.? Yes
Glasgow Iron Company
Surveyor's Signature, J. J. House
Surveyor to Lloyd's Register of British and Foreign Shipping.
Printers, 19, Old Street, Goswell Road, E.C.1, London. GLS146-0360

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed

5688 lbs

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

Masts, Bowsprit, Yards, &c., are *now* 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

	Length	Diameter	Extreme length incl. pole
<i>Mast</i>	<i>Foremast 65' 4"</i>	<i>21"</i>	<i>110' 4"</i>
	<i>Mainmast 62' 4"</i>	<i>20 1/2"</i>	<i>106' 4"</i>

NUMBER for EQUIPMENT *21604*

N ^o .	SAILS.	CABLES, &c.
		Chain
	Fore Sails,	Iron Stream Chain
	Fore Top Sails,	<i>on Steel Wire</i>
	Fore Topmast Stay Sails,	<i>on Steel Wire</i>
	Main Sails,	Hawser <i>Hemp</i>
	Main Top Sails,	Warp <i>Manilla</i>
	and	quality <i>good</i>

Fathoms.	Inches.	Test per Certificate	Inches per Rule.	Machine where Tested & Suprntd.
<i>242 3/4</i>	<i>13 1/4</i>	<i>55 1/2</i>	<i>240 x 3/4</i>	<i>Allegon W. Thacker Superintendent</i>
<i>75</i>	<i>1 7/8</i>	<i>20 3/8</i>		
<i>90</i>	<i>11</i>		<i>90 x 11</i>	
<i>90</i>	<i>9</i>		<i>90 x 9</i>	
<i>90</i>	<i>7 1/2</i>		<i>90 x 7 1/2</i>	

ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.
Bower Anchors	<i>460</i>	<i>30 1 1/5 28 1/4 0 2 1</i>	<i>30</i>		
	<i>464</i>	<i>30 1 1/5 28 1/4 0 2 1</i>	<i>30</i>		
	<i>468</i>	<i>25 2 2/4 25 8 0 1 4</i>	<i>25 1/2</i>		
Stream Anchor	<i>461</i>	<i>9 3 3/4 11 5 2 1 4</i>	<i>9 1/2</i>		
Kedge	<i>465</i>	<i>4 3 15 4 5 0 0</i>	<i>4 3/4</i>		
2nd Kedge	<i>466</i>	<i>2 2 7 5 1 1 0</i>	<i>2 1/2</i>		

Standing and Running Rigging *Misc and Hemp* sufficient in size and *good* in quality. She has *1-20 feet* Long Boat and *1-25 feet* cutter and *1-18 ft* gig.

The Windlass is *Iron (patent)* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Teak wood framing* How secured in ordinary weather? *Plates and bolts*

What arrangements for deadlights in bad weather? *Flaps with bullseyes.*

Coal Bunker Openings.—How constructed? *Plates and angles* How are lids secured? *solid hatches* Height above deck? *12 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *six water ports and four scuppers forward of bridge and four water ports and six scuppers abaft bridge.*

Cargo Hatchways.—How formed? *Deep plates. 2' 10 1/2" above iron deck. The craming plates extend beyond each end of hatch.*

State size *Main Hatch No 1 - 18' 0" x 14' 0"* *Fore hatch No 2 - 32' 0" x 16' 0"* *Quarter hatch No 3 - 40' 0" x 16' 0"*

If of extraordinary size, state how framed and secured? *Framed with plates & angle iron. Cramings & coverings in one. Cramings 9/16 thick. one strap & deep plating doubled on each side of hatches.*

What arrangement for shifting beams? *Deep web plates.*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. *1618*
Date *16th June 1881*
Order for Ordinary Survey No. *✓*
Date *2nd July 1881*
No. *266* 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

*1881 - August 18 & 30, Sept: 5, 8, 12, 19 & 29
October 1, 12, 14 & 28. Nov: 3, 10, 23, 26
December 2, 5, 14, 24 & 29
1882 - January 11, 19, 26 & 24. Feb: 2, 10, 16, 20, 23 & 24
March 8, 16 & 29. April 1, 4, 8, 17 & 20*

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

The workmanship is good, and the vessel has been built in conformity with the approved Guidship Section and Longitudinal Plan herewith, and otherwise in conformity with the Rules with a view to the grade contemplated.

The web frames in way of Engines and Boilers extend to Bridge deck.

On account of the death of Mr. Laphorn this Report has been arranged from information obtained from the Vessel at that time, and subsequently as she advanced towards Completion.

Bridge 68 feet, Forecastle 30 feet, Raised Quarter deck 86 feet.

State if one, two, or three decked vessel, on if open or covering decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate sheet)

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

I am of opinion this Vessel should be Classed *100 A 1.*

The amount of the Entry Fee ... *£ 5: 0: 0* is received by me, *(Signature)*
Special ... *£ 66: 5: 0* *21/4/1882*
Certificate ... *0: 0: 0*
(to be sent as per margin)
Travelling Expenses, if any, £ *571: 5: 0*

Committee's Minute *Tuesday 25th April 1882*

Character assigned

DBW 100 A 1

+ Sloops etc

The Surveyors are requested not to write on or below the space for Committee's Minute.