

STEEL IRON SHIP.

JUNE, 82.

5721

No. 542 Survey held at Dumbarton Date, First Survey 24 Jan 1881 Last Survey 19 May 18

On the S.S. "Goorkha" 3 masts, spar decked

TONNAGE under Tonnage Deck	2611.56	ONE, OR TWO DECKED, THREE DECKED VESSEL	Master	Sharp
Div. of Third Spar,	1062.79	SPAR, OR AWNING-DECKED VESSEL.	Built at	Dumbarton
Div. of Second Deck	351.88	Half Breadth (moulded)	When built	1881-82 Launched 7 Mar. 1882.
Div. of First Deck	78.35	Depth from upper part of Keel to top of Upper Deck Beams	By whom built	Jr Denny & Brod.
Div. of Houses		Girth of Half Midship Frame (as per Rule)	Owners	Brit. India. Ste. Nav. Co. (Lim)
Div. of Forecastle		1st Number	Residence	Glasgow
Gross Tonnage	4103.78	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Port belonging to	Glasgow
Less Crew Space	130.70	Length	Destined Voyage	London
Less Engine Room	3973.08	2nd Number	If Surveyed while Building, Afloat, or in Dry Dock.	
Less Register Tonnage	1313.21	Proportions— Breadths to Length		
as cut on Beam	2659.87	Depths to Length—Upper Deck to Keel		
		Main Deck ditto		

LENGTH on deck as per Rule	388 2	BREADTH Moulded	11 0	DEPTH top of Floors to Upper Deck Beams	29 7	Power of Engines	600	No. of Decks with flat laid	3	No. of Tiers of Beams	3 32
Dimensions of Ship per Register, length, 390 breadth, 42.2 depth, 21.65											
KEEL , depth and thickness	Steel	Inches in Ship	11 x 3	Inches per Rule	11 x 3	Flat Keel Plates, breadth and thickness					
KEEL , moulding and thickness		Inches in Ship	11 x 3	Inches per Rule	11 x 3	PLATES in Garboard Strakes, br'dth & thickness					
KEEL , POST for Rudder do. do.		Inches in Ship	11 x 6	Inches per Rule	11 x 6	From Garboard to upper part of Bilges					
KEEL , for Propeller		Inches in Ship	11 x 6	Inches per Rule	11 x 6	Of d'bling at Bilge, or increased thickness					
KEEL , of Frames from moulding edge to		Inches in Ship	24 in	Inches per Rule	24 in	From up. prt of Bilge to lr. edge of Sh'rstrake					
KEEL , ing edge, all fore and aft		Inches in Ship	24 in	Inches per Rule	24 in	Main Sheerstrake, breadth and thickness					
FRAMES , Angle Iron, for 1/2 length and		Inches in Ship	3 1/2 x 3 1/2	Inches per Rule	3 1/2 x 3 1/2	Of d'bling at Sh'stk. & Ing. applied					
FRAMES , Do. for 1/2 at each end		Inches in Ship	3 1/2 x 3 1/2	Inches per Rule	3 1/2 x 3 1/2	From M'n. to Spar Dk. Sh'rstrake					
FRAMES , REVERSED FRAMES, Angle Iron		Inches in Ship	3 1/2 x 3 1/2	Inches per Rule	3 1/2 x 3 1/2	Upper Spar Dk Sh'rstrake, br'dth & thickn'ss					
FRAMES , BORDERS, depth and thickness of Floor Plate		Inches in Ship	27 x 15	Inches per Rule	27 x 15	Butt Straps to outside plating, breadth & thickness					
FRAMES , "line for half length amidships		Inches in Ship	27 x 15	Inches per Rule	27 x 15	Lengths of Plating					
FRAMES , thickness at the ends of vessel		Inches in Ship	12 x 12	Inches per Rule	12 x 12	Shifts of Plating, and Stringers					
FRAMES , depth at 3/4 the half-b'dth. as per Rule		Inches in Ship	13 1/2 x 13 1/2	Inches per Rule	13 1/2 x 13 1/2	Gunwale Plate on ends of Spar, etc					
FRAMES , height extended at the Bilges		Inches in Ship	54 x 54	Inches per Rule	54 x 54	Upper Deck Beams, breadth and thickness					
BEAMS , Upper, Spar, or Awning Deck		Inches in Ship	8 x 13	Inches per Rule	8 x 13	Angle Iron on ditto					
BEAMS , Angle or d'ble Ang. Iron, Plate or Tee Bulb		Inches in Ship	48 in	Inches per Rule	48 in	Tie Plates fore and aft, outside Hatchways					
BEAMS , Angle or double Angle Iron on Upper edge		Inches in Ship	10 x 16	Inches per Rule	10 x 16	Diagonal Tie Plates on Beams No. of Pairs					
BEAMS , Average space		Inches in Ship	48 in	Inches per Rule	48 in	Flat of Up., Spar, or Awning Dk.					
BEAMS , AMS, Main, or Middle Deck		Inches in Ship	10 x 16	Inches per Rule	10 x 16	How fastened to Beams					
BEAMS , Angle or d'ble Ang. Iron, Plate or Tee Bulb		Inches in Ship	48 in	Inches per Rule	48 in	Stringer Plate on ends of Main Deck					
BEAMS , Angle or double Angle Iron on Upper edge		Inches in Ship	48 in	Inches per Rule	48 in	Beams, breadth and thickness					
BEAMS , Average space		Inches in Ship	48 in	Inches per Rule	48 in	Is the Stringer Plate attached to the outside plating?					
BEAMS , AMS, Hold, or Orlop		Inches in Ship	10 x 16	Inches per Rule	10 x 16	Angle Iron on ditto, No. 2					
BEAMS , Angle or d'ble Ang. Iron, Plate or Tee Bulb		Inches in Ship	48 in	Inches per Rule	48 in	Tie Plates, outside Hatchways					
BEAMS , Angle or double Angle Iron on Upper edge		Inches in Ship	48 in	Inches per Rule	48 in	Diagonal Tie Plates on Beams, No. of pairs					
BEAMS , Average space		Inches in Ship	48 in	Inches per Rule	48 in	Flat of Middle Deck do. do.					
BEAMS , AMS, Hold, or Orlop		Inches in Ship	10 x 16	Inches per Rule	10 x 16	How fastened to Beams					
BEAMS , Angle or d'ble Ang. Iron, Plate or Tee Bulb		Inches in Ship	48 in	Inches per Rule	48 in	Stringer Plates on ends of Lower Deck					
BEAMS , Angle or double Angle Iron on Upper edge		Inches in Ship	48 in	Inches per Rule	48 in	Beams					
BEAMS , Average space		Inches in Ship	48 in	Inches per Rule	48 in	Is the Stringer Plate attached to the outside plating?					
KEELSONS Centre line, single or double plate		Inches in Ship	24 x 26	Inches per Rule	24 x 26	Angle Iron on ditto, No. 2					
KEELSONS , "box or Intercoastal" Plates		Inches in Ship	14 x 26	Inches per Rule	14 x 26	Stringer or Tie Plates, outside Hatchways					
KEELSONS , "Bull Plate to Intercoastal Keelson"		Inches in Ship	18 x 16	Inches per Rule	18 x 16	Flat of Lower Deck					
KEELSONS , "Angle Iron Foundation Plate"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Ceiling betwixt Decks, thickness and material					
KEELSONS , "Double Angle Iron Side Keelson"		Inches in Ship	10 x 16	Inches per Rule	10 x 16	" in hold do. do.					
KEELSONS , Side Intercoastal Plate		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Main piece of Rudder, diameter at head					
KEELSONS , "do. Angle Iron"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	do. at heel					
KEELSONS , Attached to outside plating with angle iron		Inches in Ship	3 1/2 x 3 1/2	Inches per Rule	3 1/2 x 3 1/2	Can the Rudder be unshipped afloat?					
KEELSONS , Angle Iron		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Bulkheads No. 6 No. per Rule					
KEELSONS , "do. Bull Iron Plate"		Inches in Ship	13 1/2 x 22	Inches per Rule	13 1/2 x 22	Thickness of					
KEELSONS , "do. Intercoastal plates riveted to plating for 3/8 length"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Height up					
KEELSONS , STRINGER Angle Iron		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	How secured to sides of ship					
KEELSONS , "do. in one length from Bilge to Bilge & from Bilge to Spar deck"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Size of Vertical Angle					
KEELSONS , "do. on floors and frames extend across middle line to Bilge & from Bilge to Main & Spar Dk"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Are the outside Plates doubled two spaces of Frames in length?					
KEELSONS , "do. the various lengths of Plates and Angle Irons properly connected?"		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Riveted through plates with					
KEELSONS , "do. board, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5/8 ins. from centre to centre."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	in Rivets, about 7 apart.					
KEELSONS , "do. boards 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."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	And butts properly shifted?					
KEELSONS , "do. keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Upper Sheerstrake, double riveted.					
KEELSONS , "do. Strakes whole length, treble riveted with Butt Straps 1/8 in. diameter, averaging 3 1/2 ins. from cr. to cr."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Butts of Upper or Spar Sheerstrake, treble riveted					
KEELSONS , "do. to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Butts of Upper or Spar Stringer Plate, treble riveted for					
KEELSONS , "do. to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Breadth of laps of plating in single riveting					
KEELSONS , "do. Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Plates, treble, double or single Riveted?					
KEELSONS , "do. Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Crutches,					
KEELSONS , "do. Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	No. of Breasthooks,					
KEELSONS , "do. Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length."		Inches in Ship	6 1/2 x 4 1/2	Inches per Rule	6 1/2 x 4 1/2	Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?					

"Mossend"

Surveyor's Signature,

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

Workmanship.

Are the butts of plating planed or otherwise fitted?

Planed

5721 gds.

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 Steel 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 masts and fore yard are constructed in accordance with approved sketch herewith, see Secretary's letter of the 28th Jan^y 1881.
The steel was tested at the works of the Manufacturers.

NUMBER for EQUIPMENT	43236	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^{gt} req'd per Rule.	Machine where Tested & Supplied.
SAILS.							Bower Anchors	1	41-3-12	37-0-0	41-1/2	
CABLES, &c.							(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	41-3-0	36-19-14	41-1/2	
Chain		15-0	2 1/8	81-25	300 fms		8 Oct 1881	1	39-3-0	36-19-14	59 3/4	
Fore Sails,		15-0	2 1/8	113-75	2 1/8			1	37-1-2	34-2-1-0		
Fore Top Sails,		90 1/2	1 3/8	15-375	90-1/2			1	12-2-20	14-9-2-0	12-3-0	
Fore Topmast Stay Sails,		90	1 3/8	15-375	90-1/2			1	2-2-20			
Main Sails,		90	1 3/8	15-375	90-1/2		Stream Anchor	1	6-2-8	8-16-2-0	6-2-0	
Main Top Sails,		90	1 3/8	15-375	90-1/2		Kedge	1	3-1-12	5-16-2-0	3-1-0	
and Spare		90	1 3/8	15-375	90-1/2		2nd Kedge	1	3-8			

Standing and Running Rigging fine 360-4 sufficient in size and good in quality. She has 1 Steam Launch, Life Boats & others.
The Windlass is Hartnell's Capstan good and Rudder good Pumps good

Engine Room Skylights.—How constructed? Teak on Iron How secured in ordinary weather? Bolts

What arrangements for deadlights in bad weather? Gratings & Tarpaulins

Coal Bunker Openings.—How constructed? Malleable Iron How are lids secured? hinged Height above deck? through side of ship

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? open bulwarks

Cargo Hatchways.—How formed? As usual

State size Main Hatch 19-9 x 12-0 Forehatch 12 ft x 8 ft Quarterhatch 15-10 x 11 ft

If of extraordinary size, state how framed and secured? not of extraordinary size

What arrangement for shifting beams? one web plate in fore main hatch & 1 in Quarterhatch

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>1551</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought	17, 21, 24; Mar. 2, 7, 10, 14, 17, 22, 28; April
Date <u>14 December 1880</u>	2nd. On the plating during the process of riveting	17, 21, 24; Mar. 2, 7, 10, 14, 17, 22, 28; April
Order for Ordinary Survey No. <u>251</u>	3rd. When the beams were in and fastened, and before the decks were laid....	14, 18, 21, 28; May 3, 9, 12, 16, 20, 25, 30;
Date <u>9 Jan 1881</u>	4th. When the ship was complete, and before the plating was finally coated or cemented.	6, 9, 16, 20, 23, 27; July 5, 9, 15, 28; Aug 4;
No. <u>251</u> in builder's yard.	5th. After the ship was launched and equipped	15, 18, 22, 29; Sep. 9, 12; Oct. 3, 7, 10, 14, 17, 25, 27; Nov 7, 10, 14, 18, 22, 24; Dec. 1, 5, 8, 16, 23, 27; Jan. 9, 12, 17, 25, 26, 30; Feb 2, 5, 8, 12, 15, 18, 22, 24; Mar. 2, 5, 8, 12, 15, 18, 22, 24; Apr. 5, 8, 12, 15, 18, 22, 24; May 5, 8, 12, 15, 18, 22, 24; Jun 5, 8, 12, 15, 18, 22, 24; Jul 5, 8, 12, 15, 18, 22, 24; Aug 5, 8, 12, 15, 18, 22, 24; Sep 5, 8, 12, 15, 18, 22, 24; Oct 5, 8, 12, 15, 18, 22, 24; Nov 5, 8, 12, 15, 18, 22, 24; Dec 5, 8, 12, 15, 18, 22, 24

General Remarks (State quality of workmanship, &c.) The workmanship is good and the vessel has been built in accordance with the approved tracings, 11 in number, attached herewith, and with the instructions contained in the Secretary's letters of the 19 Aug, 17th Sep, 4 Oct, 18 Nov, 27th Dec 1880, 27 Jan, 28 Mar, and 14 July 1881.

She is a sister vessel to the Steel S.S. "India", Glasgow Report 6547, and has, as in that vessel, in addition to the requirements of the Committee, two strokes of upper deck plating, each side, doubled, as shown on the tracing herewith, marked A.
The steel of which she has been built was tested at the Manufacturers Works, as set forth in the Circulars issued by the Committee.

Monkey forecattle 5 ft 6 ins high, 28 ft long; wing houses abaft forecattle 6 ft
Enclosed Bridge 132 ft. Iron houses abaft bridge 38 ft x 15 ft, and side
aboard after end of this house 17 ft long. Second house aft, in Iron

State if one, two, on three decked vessel, one spar, on running decked; and the lengths of poop, bridge, forecattle, on raised quarter deck. (If double bottom, state on).

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

I am of opinion this Vessel should be Classed 100 A-1 "Steel" "spar decked" "3 Stks (1 steel)"

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, June 1881

Special ... £ 124 : 6 : 0

Certificate (to be sent as per margin) 124 : 6 : 0

Committee's Minute

When later assigned

Friday, 2nd June 1881

Surveyor to Lloyd's Register
This vessel is classed
100 A-1
2 Stks
2 Stks



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