

STEEL SHIP.

JUNE, 82.

5721

No. **572** Survey held at **Dumbarton** Date, First Survey **24 Jan 1881** Last Survey **19 May 1882**
 On the **S.S. "Goorkha"** **3 masts, spar decked**

TONNAGE under (tonnage Deck)	2011.56	ONE, OR TWO DECKED, THREE DECKED VESSEL	Master <i>Sharp</i>
Div. of Upper Spar	1062.79	SPAR, OR AWNING DECKED VESSEL.	Built at <i>Dumbarton</i>
Div. of Lower Spar	351.08	Half Breadth (moulded)	When built <i>1881-82</i> Launched <i>Mar. 1882.</i>
Div. of Houses	78.35	Depth from upper part of Keel to top of Upper Deck Beams	By whom built <i>Jr Denny & Bro.</i>
Ditto of Forecastle		Girth of Half Midship Frame (as per Rule)	Owners <i>Brit. India Ste. Nav. Co. (Lim)</i>
Gross Tonnage	4103.78	1st Number	Residence <i>Glasgow</i>
Net Tonnage	130.70	1st Number, if a 3-Decked Vessel . . . deduct 7 feet	Port belonging to <i>Glasgow</i>
Net Tonnage	3973.08	Length	Destined Voyage <i>London</i>
Net Tonnage	1313.21	2nd Number	If Surveyed while Building, Afloat, or in Dry Dock.
Net Tonnage	2659.87	Proportions— Breadths to Length	<i>While Building & afloat</i>
		Depths to Length—Upper Deck to Keel	
		Main Deck ditto	

LENGTH on deck as per Rule	388	BREADTH Moulded	42	DEPTH top of Floors to Upper Deck Beams	21.65	Power of Engines	600	No. of Decks with flat laid	3
Dimensions of Ship per Register, length, breadth, depth	390	42.2	21.65						

KEEL , depth and thickness	<i>Steel</i>	11 x 3	11 x 3	21.65	21.65	31 ft	23 ft
IRON POST for Rudder do. do.		11 x 3	11 x 3				
IRON POST for Propeller		11 x 6	11 x 6				
FRAMES , Angle Iron, for 1/2 length amidships		3 1/2	3 1/2	15	15	15	15
REVERSED FRAMES , Angle Iron		3 1/2	3 1/2	15	15	15	15
BOARDS , depth and thickness of Floor Plate		27	15	27	15		
BEAMS , Upper, Spar, or Awning Deck		8	13	8	13		
BEAMS , Main, or Middle Deck		10	16	10	16		
BEAMS , Lower Deck		10	16	10	16		

PLATES in Garboard Strakes, br'dth & thickness	36	21.620	36	21.620
From Garboard to upper part of Bilges	<i>alt</i>	20-15	20-15	20-15
From up. prt of Bilge to lr. edge of Sh'rstrake	<i>alt</i>	20-15	20-15	20-15
Main Sheerstrake, breadth and thickness	40	81-16	40	21-16
From M-n. to Upper Spar Dk. Sh'rstrake	30	17-16		17-16
Upper Spar Dk Sh'rstrake, br'dth & thickness	32 1/2	21-17	22	19-16
Butt Straps to outside plating, breadth & thickness	37	12-17	22	19-16
Lengths of Plating	8	25-15	16-15	25-15
Shifts of Plating, and Stringers	2		4	4
Gunwale Plate on ends of Upper Spar	55	13	55	13
Upper Deck Beams, breadth and thickness				
Angle Iron on ditto	4 x 4 x 15		4 x 4 x 15	
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs	12-3		32	32
Flat of Up., Spar, or Awning Dk.				
How fastened to Beams	<i>Riveted with screw bolts</i>			
Stringer Plate on ends of Main Middle Deck	55	16	55	13
Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>		<i>Yes</i>	
Angle Iron on ditto, No. 2	4 x 4 x 15		4 x 4 x 15	
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs	12-3		32	32
Flat of Middle Deck do. do.				
How fastened to Beams	<i>Riveted with screw bolts</i>			
Stringer Plates on ends of Lower Deck	46	15	46	15
Beams				
Is the Stringer Plate attached to the outside plating?	<i>Yes</i>		<i>Yes</i>	
Angle Iron on ditto, No. 2	4 x 4 x 15		4 x 4 x 15	
Stringer or Tie Plates, outside Hatchways	18	16	18	16
Flat of Lower Deck	3" R. Pine			

KEELSONS Centre line, single or double plate	24	26	24	26
Rider Plate	14	26	14	26
Bull Plate to Intercoastal Keelson	18	16	18	16
Angle Iron Foundation Plate	6 1/2	4 1/2	6 1/2	4 1/2
Double Angle Iron Side Keelson	10	16	10	16
Side Intercoastal Plate	6 1/2	4 1/2	6 1/2	4 1/2
do. Angle Iron	6 1/2	4 1/2	6 1/2	4 1/2
Attached to outside plating with angle iron	3 1/2	3 1/2	13	3 1/2
do. Bull Iron Plate	13 1/2	22	13 1/2	22
do. Intercoastal plates riveted to plating for 3/5 length	6 1/2	4 1/2	6 1/2	4 1/2
Stringer Angle Iron	6 1/2	4 1/2	6 1/2	4 1/2
do. Intercoastal plates riveted to plating for 3/5 length	6 1/2	4 1/2	6 1/2	4 1/2
do. Angle Irons	6 1/2	4 1/2	6 1/2	4 1/2

ANGLE IRONS on floors and frames extend across middle line to Bilge & from Bilge to Spar Deck

the various lengths of Plates and Angle Irons properly connected? *Yes*

ward, double riveted to Keel, with rivets **1 1/8** in. diameter, averaging **5-3/8** ins. from centre to centre.

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.

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

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

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

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

strake, double riveted.

strake, treble riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted whole length amidships.

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

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

Plates, treble, double or single Riveted? *Yes & don.* No. of Breasthooks, **6** Crutches, **3**

Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Hallside, Dalziel*

Surveyor's Signature, *C. J. Dodd*
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 GBS 146-0413

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 5721 g/s.
 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	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Supplied.
								Bower Anchors	Stream Anchor					
43236		Chain	1503	2 1/2	81.25	300 fms		1	41.3-12	1081	37.0-3.0	4 1/2		
	Fore Sails,	Iron Stream Chain	67	2 1/2	113.75	2 1/2		1	41.3-0	81081	36.19-1.44	total		
	Fore Top Sails,	or Steel Wire	90 1/2	1 3/8	15.375	70-1 1/2		1	39-3-0	81081	33.0-0.0	59 3/4		
	Fore Topmast Stay Sails,	or Hempen Strm Cable	80	1 1/2	38	90-12		1	37-1-3		34-2-1-0			
	Main Sails,	Towline, Hemp or Steel Wire	90	1 1/2	38	90-12		1	12-2-20		14-9-2-0	12-3-0		
	Main Top Sails, and spare quality good	Hawser	90	1 1/2	38	90-8		1	6-2-8		8-16-2-0	6-2-0		
	Standing and Running Rigging	Warp	160	10		90-8		1	3-1-12		5-16-2-0	3-1-0		
			90	7 1/2					3-8					

The Windlass is *Hartfield's* Capstan *good* and Rudder *good* Pumps *good*
 Engine Room Skylights.—How constructed? *Teak on Iron* How secured in ordinary weather? *Bolted*
 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. *1551* Date *17 December 1880*
 Order for Ordinary Survey No. *251* Date *19th*
 No. *251* 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 } *17, 21, 24; Mar. 2, 7, 10, 14, 17, 22, 28; April*
 2nd. On the plating during the process of riveting } *17, 21, 24; Mar. 2, 7, 10, 14, 17, 22, 28; April*
 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;*
 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;*
 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, 10, 23, 27; Jan. 9, 17, 23, 26, 30; Feb 7, 10, 14, 18, 22, 24; Mar. 2, 6, 22, 29; Apr. 3, 11, 13, 18, 27; May 9, 16, 19;*

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, 7th 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 strakes 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 forecastle 5ft 6ins high, 28ft long; wing houses abaft forecastle 6ft
 Enclosed Bridge 132ft. Iron houses abaft bridge 38ft x 15ft, and side
 abrad after end of this house 17ft long. Second house aft, in Iron

State if one, two, or three-decked vessel, or if spar, or running decked; and the lengths of poop, bridge, forecastle, ^{all above} raised quarter deck. (If double bottom, state per
 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 Decks (1 Steel)"*
 The amount of the Entry Fee ... £ *5:0:0* is received by me, *W.M.*
 Special ... £ *124:6:6* *26/5/ 1882*
 Certificate (to be sent as per margin) *2124:6:6*
 (Travelling Expenses, if any, £)
 Committee's Minute *Friday, 2nd June 1882.*
 When letter assigned *100 A.1*

Reference should be made to any correspondence connected with the case.

When requested not to write on or below the space for Committee's Minute.

