

IRON SHIP.

(Received at London Office, Thursday, 3rd June, 1886)

No. 4481 Survey held at Glasgow Date, First Survey 12th Nov 1886 Last Survey 26th May 1886

On the Steel Ship "Bannockburn" 4 Iron masts.

TONNAGE under Tonnage Deck 1942.78 ~~ONE OR TWO DECKED, THREE DECKED VESSEL.~~ Master M. J. Brown

~~SPAR OR AWNING DECKED VESSEL.~~ Built at Whiteinch, Glasgow

When built 1885-86 Launched 21st Apr. 1886

By whom built Barclay, Curle & Co.

Owners P. Shandland & Co.

Gross Tonnage 2068.00 Residence Greenock

Less Crew Space 68.37 Port belonging to Greenock

Destined Voyage Calcutta

Register Tonnage 1999.63 If Surveyed while Building, Afloat, or in Dry Dock.

as cut on Beam 1999.63 Built under Special Survey.

LENGTH on deck as per Rule 272 5 BREADTH Moulded 42 3 DEPTH top of Floors to Upper Deck Beams 24 4 Power of Engines 2 N° of Decks with flat laid 2

Dimensions of Ship per Register, length, 287.0 breadth, 42.5 depth, 24.1 Moulded depth 25' 8"

KEEL, depth and thickness 10 x 2 3/4 PLATES in Garboard Strakes, br'dth & thickness 48 21 48 21

STEM, moulding and thickness 10 x 2 3/4 " From Garboard to upper part of Bilges 19 19

STERN-POST for Rudder do. do. 10 x 2 3/4 " Of Bilge at Bilge, or increased thickness, and length applied 16 16

" " for Propeller 24 24 " From up. prt of Bilge to l. edge of Sh'rstrake 19 19

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24 " Main Sheerstrake, breadth and thickness 48 21 48 21

FRAMES, Angle Iron, for 1/2 length amidships 5 1/2 3 1/2 14 5 1/2 3 1/2 14 " Of Bilge at Sh'rtk & l. edge applied 21 21

Do. for 1/2 at each end " " 12 " " 12 " From l. to r. or Spar Dk. Sh'rstrake 21 21

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 14 3 1/2 3 1/2 14 " Up or Spar Dk Sh'rstrake, br'dth & thickness 31-10 21 1/2 31-10 21 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 26 17 26 17 Lengths of Plating 7 spaces 5 spaces

" thickness at the ends of vessel 13 13 Shifts of Plating, and Stringers 3 2

" depth at 1/2 the half-bdth. as per Rule 52 52 Gunwale Plate on ends of 42 17 42 17

" height extended at the Bilges 52 52 Upper Deck Beams, breadth and thickness 6 x 4 x 16 6 x 4 x 16

BEAMS, Upper, Spar or Awning Deck 10 17 10 17 Tie Plates fore and aft, outside Hatchways Complete from aft 6-5

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 1/2 12 3 1/2 3 1/2 12 Diagonal Tie Plates on Beams No. of pairs 3 1/2 3 1/2

Single or double Angle Iron on Upper edge 48 48 Flat of Up., Spar or Awning Dk. As required

Average space 48 48 How fastened to Beams Stringer Plate on ends of Main or Middle Deck

BEAMS, Main or Middle Deck 11 17 11 17 Beams, breadth and thickness Is the Stringer Plate attached to the outside plating?

Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 3 1/2 12 3 1/2 3 1/2 12 Angle Irons on ditto, No. 40 16 40 16

Single or double Angle Iron on Upper Edge 48 48 Tie Plates, outside Hatchways 7 x 2 1/2 17 x 2 1/2

Average space 48 48 Diagonal Tie Plates on Beams, No. of pairs 2 1/2 P.P. 2 1/2

BEAMS, Hold or Orlop 19 23 19 23 Flat of Middle Deck do. do. 6 3/4 6 3/4

Single or double Angle Iron, Plate or Tee Bulb Iron 13 23 13 23 How fastened to Beams 3 1/2 3 1/2

Single or double Angle Iron on Upper Edge 6 4 16 6 4 16 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 x 4 x 16 4 x 4 x 16

Average space 6 4 16 6 4 16 Is the Stringer Plate attached to the outside plating? 15 16 15 16

KEELSONS Centre line, single or double plate, box, or intercostal, plates 19 23 19 23 Angle Irons on ditto, No. 3 3

" Rider Plate 13 23 13 23 Stringer or Tie Plates, outside Hatchways 15 16 15 16

" Bulk Plate to Intercostal Keelson 6 4 16 6 4 16 Flat of Lower Deck 3 3

" Angle Irons 6 4 16 6 4 16 Ceiling betwixt Decks, thickness and material 7 x 2 1/2 17 x 2 1/2

" Double Angle Iron Side Keelson 6 4 16 6 4 16 " in hold do. do. 2 1/2 P.P. 2 1/2

" Side Intercostal Plate 16 16 Main piece of Rudder, diameter at head 6 3/4 6 3/4

" Attached to outside plating with angle iron 3 1/2 3 1/2 14 3 1/2 3 1/2 14 do. at heel 3 1/2 3 1/2

BILGE Angle Irons 6 4 16 6 4 16 Can the Rudder be unshipped afloat? Yes

" do. Bulb Iron 8 14 8 14 Bulkheads No. 1 No. per Rule 1

" do. Intercostal plates riveted to plating for length 6 4 16 6 4 16 " Thickness of 2 1/2" Iron

BILGE STRINGER Angle Irons 6 4 16 6 4 16 " Height up Upper deck

Intercostal plates riveted to plating for length 8 14 8 14 " How secured to sides of ship With Frames

SIDE STRINGER Angle Irons 6 4 16 6 4 16 " Size of Vertical Angle Irons 5 1/2 x 3 1/2 x 1 1/2 and distance apart 30 ins.

The FRAMES extend in one length from middle line to gunwale " Are the outside Plates doubled two spaces of Frames in length? Yes

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale Riveted through plates with 7/8 in. Rivets, about 7' apart.

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 1/8 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, 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 all Strakes at Bilge for half length, treble riveted with Butt Straps 2 1/2 thicker than the plates they connect.

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are 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

Spars are in accordance with approved specification, attached hereto.

The iron has been tested as required by the Rules and found good. Consett brand.

NUMBER for EQUIPMENT 26114

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Supplied.
	Chain	134 1/2	2 1/2	107 1/2	270-2 1/2	31/3/86		Bower Anchors	1	40.1.17	36.0.2.14	40.0.0	31/3/86
	Fore Sails,	135 1/2	2 1/2	107 1/2	270-2 1/2	31/3/86		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	40.1.12	36.0.2.14	40.0.0	31/3/86
	Fore Top Sails,	100	1 1/2	24.125	100-1 1/2	31/3/86			1	34.1.22	32.0.0.0	34.0.0	31/3/86
	Fore Topmast Stay Sails,	24	4 1/2	33 1/2	90-1 1/2	4/5/86							
	Towline, Hemp.	90	2 1/2	9 1/2	10/5/86								
	Main Sails,	90	2 1/2	9 1/2	10/5/86								
	Hawser	90	1 1/2	11	90-1 1/2	10/5/86		Stream Anchor	1	11.3.8	13.5.0.0	12.0.0	9/4/86
	Main Top Sails,	90	1 1/2	11	90-1 1/2	10/5/86		Kedge	1	6.0.8	8.7.2.0	6.0.0	9/4/86
	Warp	90	1 1/2	11	90-1 1/2	10/5/86		2nd Kedge	1	3.0.2	5.10.0.0	3.0.0	9/4/86
	quality good	90	1 1/2	11	90-1 1/2	10/5/86							

Standing and Running Rigging Wire Manila sufficient in size and good in quality. She has 2 Life Long Boats and 3 others

The Windlass is Clarke Chapman & Co. Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

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

and 4 Scuppers on each side.

Cargo Hatchways.—How formed? Iron Coamings 26" high.

State size Main Hatch 19' 10" x 11' 0" Fore hatch 8' 0" x 8' 0" Quarter hatch 8' 0" x 8' 0"

If of extraordinary size, state how framed and secured?

None so.

What arrangement for shifting beams?

Net plate in Main hatch.

Hatches, If strong and efficient?

Yes, solid.

Order for Special Survey No. 2048

Date 12th Novemb^r 1885

Order for Ordinary Survey No.

Date

No. 341 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

1885. November 12. 13. 18. 20. 25. 27. 30. Dec 4. 8. 11. 16. 23. 30. January 15. 18. 27. February 2. 8. 12. 18. 25. March 2. 8. 10. 15. 19. 24. 29. 31. April. 2. 7. 13. 14. 20. 22. May 5. 6. 8. 13. 18. 26.

State dates of letters respecting this case

1885. 29th October. 9th & 20th November.

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

The workmanship is good & the vessel has been constructed in accordance with the approved sketches of Bridgeport section, and Kelson arrangement, and in general conformity with the rules. The approved specification of spars, and two forging reports are also attached hereto. The fore peak has been filled and the shell & bulkhead all found satisfactory. The Committee's requirements as to steel have all been satisfactorily carried out.

Forecastle. 40' 0".

Poop. 28' 0". 4' 0" overhang. 3/8 in bulkhead, no doors, poop entered from above.

On high house.

Fore deck house (iron) 28' 0" x 13' 0" x 6' 9" high. After deck house (iron) 16' 0" x 12' 6" x 6' 9" high.

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

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. Iron deck.

The amount of the Entry Fee

5

is received by me,

Special

45

2/6/1886

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

(No fee as per margin). Certificate ...

(Travelling Expenses, if any, & ...)

Committee's Minute

Friday, 4th June, 1886,

18

Character assigned

2 Dhs 1 dwn

It is submitted that this appears worthy of the favor to be classed 100A, as recommended.