

3 Decks.

## IRON OR STEEL STEAMER.

(Received at London Office)

MON 20 MAY 1895 13688

State if Report is also sent on the Machinery of the Vessel

Date of completion of report 18th May Port of Glasgow

No. 13688 Survey held at Glasgow Date, First Survey Oct 11th 1894 Last Survey 15th May 1895

On the Steel Screw Steamer "BENGLOE" Rig Schooner

TONNAGE under Tonnage Deck 2723.67 THREE DECKED VESSEL.

Master A. W. S. Thomson

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. of Forecastle

Do. above Crown of Engine Room

Gross Tonnage 3005.81

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES 2877.98

Less Engine Room

Less Navigation Spaces

as cut on Beam 1932.70

CLASS 100A.1

FEET.

Half Breadth (moulded) 20.75

Depth from upper part of Keel to top of Upper Deck Beams 24.50

Girth of Half Midship Frame (as per Rule) 27.86

deduct 7 feet 7.00

1st Number 86.11

Length 328.25

2nd Number 28265.6

Proportions—Breadth to Length 7.91

Depth to Length—Upper Deck to top of Keel 11.78

Main Deck ditto 16.46

Destined Voyage East India, Australia, &amp; South America

Year of appointment 1893

Built at Glasgow

When built 1895

By whom built Barclay Curle &amp; Co.

Owners W. Thomson &amp; Co.

Managers

Residence Leith

Port belonging to Leith

(Where necessary to be entered in Reg. Book.)

Round up of 10 1/2 ins.

To Upper Dk. Beam, Upper Dk.

LENGTH on Deck as per Rule 328 Feet. 3 Inches. BREADTH—Moulded 41 Feet. 6 Inches. DEPTH top of Floor to Upper Deck Beams 24 Feet. 4 1/2 Inches. Do. do. Main Deck Beams 16 Feet. 5 1/2 Inches. Power of Engines 285 Horse. No. of Decks with flat laid Three No. of Tiers of Beams Three

Dimensions of Ship per Register, Length 341. breadth 41.8 depth 24.3 Moulded depth, ft. 27 ins. 0 To Upper Dk. Beam, Upper Dk. 10 1/2 ins.

## FORGINGS or CASTINGS.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

" for Propeller

MAIN-PIECE of Rudder, diameter at head

" do. at heel

RUDDER, how constructed

Can the Rudder be unshipped afloat?

## FRAMING.

FRAME, Angles, or Bars for length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

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

REVERSED FRAME Angles

FLOORS, depth and thickness of Floor Plate

" at mid line for length amidships

" in way of Engines and Boilers

" thickness at the ends of vessel

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

" height extended at the Bilges

FLOORS &amp; BRACKETS in Cell Dble Bottoms

" Distance apart

CENTRE GIRDER, in Dbl Btm, depth &amp; thickness

" Angles, Top Bottom

SIDE GIRDERS, number and thickness

" Angles

MARGIN PLATE, dph (excl. of flange) &amp; thickness

" Angles

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake

" in Engine and Boiler space

" Remainder in Holds

BEAMS, Upper Deck, Single Angle, Bulb

" Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Middle Deck, Single Angle, Bulb

" Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Lower Deck, Single Angle, Bulb

" Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Hold, or Orlop, Plate or Tee Bulb

" Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

PILLARS, In 'tween Decks, Size and Spacing

" Hold

WEB FRAMES, In Fore Body, No. and spacing

" Brdth. &amp; Thickness

" No. of Side Stringers

WEB FRAMES, In After Body, No. and spacing

" Brdth. &amp; Thickness

" No. of Side Stringers

" Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness

## KEELSONS &amp; STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Horizontal Plates on Floors

" Angles

SIDE KEELSON, Angles

" Bulb or Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Bulb or Plate above floors, for length

" Intercoastal Plate for length

" Attached to outside Plating with Angle

BILGE STRINGER Angles

" Bulb or Intercoastal Plate for length

" Attached to outside Plating with Angle

Upper Deck Stringer Plate, on ends of Beams,

breadth and thickness

" Angle on ditto

" Tie Plates fore and aft, outside Hatchways

" Flat of Dk. \* Iron or Steel, for whole lng.

" Wood \* Pine Material &amp; thickness

" How fastened to Beams

Middle Deck Stringer Plate, br'dth &amp; thickness

" Angles on ditto, No. 2

" Tie Plates outside Hatchways

" Diagonal Tie Plates on Beams, No. of p's

" Flat of Dk. \* Iron or Steel, for whole lng.

" Wood \* Pine Material &amp; thickness

" How fastened to Beams

Lower Deck Stringer Plate, br'dth &amp; thickness

" Angles on ditto, No. 2

" Tie Plates, outside Hatchways at ends

" Flat of Deck \* Material and thickness

" How fastened to Beams

Hold or Orlop Stringer Plate, br'dth &amp; thickness

" Is the Stringer Plate attached to the outside Plating?

" Angles on ditto, No.

" Tie Plates outside Hatchways

" Flat of Deck \* Material and thickness

" How fastened to Beams

Poop Deck Stringer Plate, breadth &amp; thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, Material and thickness

Bridge Deck Stringer Plate, breadth &amp; thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth &amp; thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, Material and thickness

## PLATING.

PLATE PLATE KEEL, breadth and thickness

" D'blng or inc thickness &amp; len. appl'd

PLATES in Garboard Strakes, br'dth &amp; thickness

" from Garboard to lower part of Bilges

" State Thickness of Plating in way of Double Bottom

" Bilges, number of Strakes and thickness

" Of doubling at Bilge, or increased thickness

" and length applied

" from up. prt. of Bilge to lr. edge of Sh'rstrake

" Shake below Sheerstrake

" Sheerstrake, breadth and thickness

" Of d'blng at Sh'rstk. &amp; length appl.

" Poop Sides

" Bridge do.

" Forecastle do.

Lengths of Plating Seven spaces



13688-yls.

Ceiling betwixt Decks, thickness and material 2 W.P.  
 ,, in hold do. do. 2 1/2 R. Pine

Number of Breasthooks Seven  
 ,, Crutches One & deep floors

**BULKHEADS.** No. in Vessel 6 No. Req'd. by Rule 5  
 Thickness Angles Spacing Height up. Singl or Dble. Frames  
 W. T. BULKHEADS { 7/8 Vrtel. 6 1/2 Flange 30 } Upper Deck ✓ Shd Frames  
 PARTITION .. { 3/4 Hrzntl. 3/4 x 1/2 }  
 LONGITUDINAL { 1/2 Vrtel. }  
 Hrzntl. }

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

The **FRAMES** extend in one length from Middle line to Margin plate & from Margin plate to top of keel through plates with 7/8 in. Rivets, about 6 1/4 apart.  
 The **REVERSED ANGLE** on floors and frames from Margin plate to middle & upper decks alternately. Alternate reversed frames to fore-castle deck. Double in Engine & Boiler Space from Margin plate to Margin plate. All to upper deck in aft part.

**RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.**  
 Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1 1/8 in. diameter, averaging 5 1/8 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 3/4 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for whole length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.  
 ,, ,, overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.  
 Butts of Strakes at Bilge for whole length, treble riveted with Butt Straps thicker than the plates they connect.  
 Edges from Bilge to Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.  
 Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for whole length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.  
 Butts from Bilge to 2nd Strake, overlapped for whole length, treble riveted for whole length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.  
 Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for whole length amidships. Double straps fore & aft.  
 Butts of Middle Deck Stringer Plate, treble riveted for whole length amidships. Butts of Upper Deck Stringer Plate, treble riveted for whole length.  
 ,, overlapped Single or Double Straps for whole lgh. amidships. ,, ,, Single or Double Straps for half lgh.  
 Butts of Inner Bottom Plating double riveted for half length. Butts of Centre Girder treble riveted.  
 Breadth of edge laps of Shell Plating in double riveting 5/4. Breadth of edge laps of Shell Plating in single riveting ✓  
 Butt Straps of Shell Plating, breadth and thickness 1 1/4 x 1/2 x 7/8 1 1/4 x 1/2 x 7/8 Butts if Lapped, breadth of laps 9  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? treble & double  
 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 Process. Clydebridge, Lonssett, Dalzell, Blochain, Bolech, Tangent, Hallide, Lanarkshire, Palmer & Co. Iron plates Stockton, Anglo Phoenix.  
 Workmanship. Are the butts of plating planed or otherwise fitted? Planed & fitted  
 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 faying surfaces? Yes Do any rivets break into or through the seams or butts of the plating? A few  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

## MASTS, SPARS, &amp;c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of plates in round	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore .....	<u>Steel</u>	<u>86.11</u>	<u>22 1/2 x 7/32</u>	<u>17 1/4 x 1/2</u>	<u>18 1/2 x 1/2</u>	<u>15 x 1/2</u>	<u>2</u>			<u>Single</u>	<u>Double</u>
LOWER MASTS....											
Main .....	<u>"</u>	<u>86.11</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>2</u>			<u>"</u>	<u>"</u>
Mizzen .....											

Bowsprit

Topmasts, Yards and Remainder of Spars RiseRigging, Material and Size, Shrouds Steel Wire 3 1/2Stays Steel Wire 4Sails. One Suit of Sails Sails, and the following spare sails and 2 spare topsails.EQUIPMENT No. 32460 LETTER "W" ANCHORS.

Number of Certificate.		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PR RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
<u>3513</u>	1st Bower ..	<u>37</u>	<u>1</u>	<u>19</u>	<u>8</u>	<u>3</u>	<u>10</u>	<u>34</u>	<u>0</u>	<u>2</u>	<u>14</u>	<u>36</u>	<u>2</u>	<u>0</u>	<u>Rodgers</u>	<u>St. Wood &amp; Co. 30/3/95 S. Seashore</u>
<u>3512</u>	2nd ..	<u>36</u>	<u>3</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>0</u>	<u>33</u>	<u>13</u>	<u>1</u>	<u>21</u>	<u>36</u>	<u>2</u>	<u>0</u>	<u>do</u>	<u>do do do do</u>
<u>3514</u>	3rd ..	<u>31</u>	<u>0</u>	<u>36</u>	<u>7</u>	<u>1</u>	<u>16</u>	<u>29</u>	<u>11</u>	<u>1</u>	<u>0</u>	<u>31</u>	<u>0</u>	<u>0</u>	<u>do</u>	<u>do do do do</u>
	4th ..															
	Collective weight	<u>105</u>	<u>1</u>	<u>27</u>								<u>104</u>	<u>0</u>	<u>0</u>		
<u>3515</u>	Stream ....	<u>11</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>14</u>	<u>13</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>11</u>	<u>1</u>	<u>0</u>	<u>Common</u>	<u>St. Wood &amp; Co. 30/3/95 S. Seashore</u>
<u>3490</u>	Kedge .....	<u>5</u>	<u>2</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>17</u>	<u>7</u>	<u>16</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>do</u>	<u>do 5/2/95 do</u>
	2nd Kedge ..															

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.	Fathoms & size. Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Fathoms & Size. Per Rule.
<u>1947</u>	<u>135</u>	<u>1 1/2</u>	<u>94.5 x 1/2</u>	<u>511.1.18</u>	<u>270-1 1/2</u>	<u>Steel</u>	<u>St. Wood &amp; Co.</u>	<u>30/3/95 S. Seashore</u>	<u>TOWLINE*</u>	<u>100</u>	<u>1 1/2</u>	<u>100-1 1/2</u>
<u>1948</u>	<u>135</u>	<u>1 1/2</u>	<u>do</u>	<u>do</u>	<u>do</u>	<u>do</u>	<u>do</u>	<u>do</u>	<u>Hawser</u>	<u>90</u>	<u>3/4</u>	<u>90-3/4</u>
<u>1949</u>	<u>90</u>	<u>1 1/8</u>	<u>34.1 x 1/2</u>	<u>59.2.5</u>	<u>90-1 1/8</u>	<u>Steel</u>	<u>St. Wood &amp; Co.</u>	<u>30/3/95 do</u>		<u>90</u>	<u>2 3/4</u>	<u>90-8 1/2</u>
										<u>90</u>	<u>7</u>	

Boats 6 Bouts (4 Lifeboats)Pumps, Number 8 in hold & one in peak Diameter of Barrel and Tail Pipe 4 in hold 4 1/2 x 2 1/4. In peak 3 x 1 1/2The Windlass is Clarke Chapman & Co Capstan ✓Engine Room Skylights.—How constructed? Steel on trunk bulkheadsWhat arrangements for deadlights in bad weather? Steel shutters with bulls eyesCoal Bunker Openings.—How constructed? Plates & angles How are lids secured? By Battens Height above deck? 15Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers fore & 3 aft. 2 ports 5.0 x 1.6 & One 4.0 x 1.6 aft 3 ports 5.0 x 1.6 each side.Cargo Hatchways.—How formed? Plates & anglesHatches, If strong and efficient? Yes 3"State size No. 1 Hatch (Forward) 11.11 x 10.0 x 30 No. 2 Hatch 14.0 x 13.0 x 30 No. 3 Hatch 20.0 x 13.0 x 30 No. 4 Hatch 15.11 x 10.0 x 30Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch One web plate in No 3 Hatch, 2 webs in No 2 HatchShifting beam in No 4. Three fore & afters in each hatch.Bulwarks, height above deck and description 4 ft 6" 5/20 Steel Main Rail, material and size 10 7/8 x 3 1/2 x 5/8The above is a correct description. For Barclay, Carter & Co.Builder's Signature (here only) André Macleod, Director

Surveyor's Signature

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



13688 Gls.

Order for Special Survey No. 2801

Date 12 Sept. 1894

Order for Ordinary Survey No. 1

Date 12 Sept. 1894

No. 395 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 1894 Oct. 11. 17. 19 23. 26. 30 Nov. 6. 7. 9. 12. 15. 19. 23. 27. 29
- 2nd. On the plating during the process of riveting Dec. 4. 6. 10. 12. 17. 19. 21. 26. 1895 Jan. 8. 10. 15. 21
- 3rd. When the beams were in and fastened and before the decks were laid 24. 25. 30 Feb. 1. 5. 7. 13. 15. 20. 22. 26. 27. 28 March
- 4th. When the ship was complete, and before the plating was finally coated or cemented 2. 5. 7. 11. 15. 19. 22. 26. 27. 29. April 1. 3. 8. 11. 12. 29
- 5th. After the ship was launched and equipped 30. May 7. 15

Total No. of Visits 59.

State dates and initials of letters respecting this case 6/9/94, 11/10/94, 20/10/94 30/10/94 M. 5/11/94 M. E. 4/12/94.

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

The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letters referred to, & in general conformity with the requirements of the Rules for the class contemplated.

The hand pumps & watertight doors have been tested & found to work satisfactorily.

The gutterwaterways have also been tested by flooding & found to be satisfactory.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 42 ft., R.Q.D. or Break ft., Bridge Dk. 80 0 ft., F'castle 44 0 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 Decks (One Steel & One Iron) 3 tiers Beams.

Official No. ; Signal Letters

**PARTICULARS OF WATER BALLAST.**—

Double bottom, aft, length 108 ft. and water capacity in tons 255.8 Double bottom, forward, length 132 ft. and water capacity in tons 345.7

Double bottom, under engines and boilers, length 38 ft. and water capacity in tons 115.5 If under engine only, or boilers only, state which

Double bottom, constructed on the cellular system, length 278 ft. and water capacity in tons 717.

Fore peak tank, water capacity in tons After peak tank, water capacity in tons 26.5.

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 Cement & paint Outside paint

**FREEBOARD** assigned by the Committee, as per Secretary's

Letter dated 14 May

In Summer	4	ft.	7 1/2 ins.
In Winter	5	ft.	0 ins.
For Winter in North Atlantic	5	ft.	4 1/2 ins.
Fresh Water above the centre of disc	6	ft.	0 ins.

Statutory line 1 1/4' above To top of Wood, Iron or Steel Upper Deck.

State if marked on Vessel's sides in accordance with Notice No. 572 38.

The amount of Entry Fee £ 5 : : is received by me.

Special 96 : 19 : 16/5/1895

Certificate £ : : 16/5/1895

Travelling Expenses, if any £ : : I am of opinion this Vessel should be Classed 100 A-1 Steel.

\* Certificate to be sent to Glasgow

Thomas Warren  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

TUES 21 MAY 1895

100 A-1 Steel

2 arcs + 2 mcs 5.95

2 Decks (1 Steel + 1 Iron) 3 tiers B.

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible for classed 100 A-1 (Steel) as recommended.

+ 100 A-1 (Steel)

2 Decks (1 Steel + 1 Iron) 3 tiers B.

M. B. = GUNDA 108 MEY 838 f 13 7/16 APT 275

BK 10" Can

Full Certificate written.

Lloyd's Register Foundation

GLS172-0123(2/12)