

3853

IRON SHIPS.

Requisition N^o 311

Rec 3/11/64

S. 4824 Survey held at Port Glasgow Date 2nd November 1864
 in the Ship "Khandeish" Master McPherson
 Tonnage Gross 1003⁸⁴/₁₀₀ Engine Room _____ Register _____ Built at Port Glasgow
 Under deck 947.54 Poop 56.30
 When Built 1864 Launched 5th October 1864 By whom built Robert Duncan & Co.
 Owner's Bombay Iron Ship Co. (Limited) Port belonging to Bombay Destined Voyage Glyde to Bombay
 Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.			
203			34		7	21							
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		Inches in Ships.		Inches required per Rule.		16ths required per Rule.		Stem, if bar iron, moulding and thickness	10x2 1/2	8x3		
Floors, Size of Angle Iron, and No. of pieces at middle line 4 feet long	5	3	8	4 1/2	3	8			Stern-post, if bar iron, moulding and thickness	8x3	8x3		
depth and thickness of Floor Plate at mid line	23		10	23		10			Keel, if bar iron, depth and thickness	10x2 1/2	8x3		
depth and thickness of Floor Plate at Bilge Keelson	14		10			10			if plate iron, breadth and thickness				
Size of Reversed Angle Iron, and No. single at top of Floor Plate	3	3	7	3 1/2	3	7			Garboard Plates, Breadth and thickness	30	13/16	30	13/16
Frames, Size of Angle Iron, single or double to every frame	5	3	8	4 1/2	3	8			From Garboard to upper part of Bilge		13/16		13/16
Reversed Iron, and on every alternate frame	3	3	7	3 1/2	3	7			From upper part of Bilge to Sheerstrakes		13/16		13/16
Beams, Deck (No. double Angle Iron, Plate, or Bulb Iron)	8 1/2		9	8 1/2		9			Sheerstrakes, Breadth and thickness	30	13/16	30	13/16
double or single Angle Iron, on upper edge	3	3	6	3	3	4			Butt Straps to outside plating, Breadth and thickness	10	3/4	10	3/4
average space between	3 feet 6 inches		3 feet 6 inches						Planksheers	Material.			
if wood (No. sided & moulded)									Gunwale Plate or Stringer on ends of Up. Dk Beams	3 1/2	1/16	29	1/16
Hold, or Lower Deck (No. double Angle Iron, Plate, or Bulb Iron)	8 1/2		9	8 1/2		9			Angle Iron on ditto	5x4	1/16	5x4	1/16
double or single Angle Iron, on upper edge	3	3	6	3	3	4			Diagonal Tie Plates on Beams	13	1/16	12 3/4	1/16
average space between	3 feet 6 inches		3 feet 6 inches						Waterway	Iron Lutter			
if wood (No. sided & moulded)									Deck	Yellow Pine			
Paddle, wood, sided and moulded, or if Iron, size of Plate									Ceiling in Hold	Red Pine			
Engine									Ceiling betwixt Decks	Approved Red Pine battens			
Keelson, single plate, box, or intercostal	15		15 1/2		13/16				Beam Clamps or Spircketting				
Size of Plates									Shelf				
Size of Angle Irons	5	4	7	5	4 1/2	7			Stringer Plates on ends of Hold or Lower Dk Beams	22	1/16	21 1/2	1/16
Ditto Bilge (No. with a waddy plate and through line and bilge keelson)	5	4	7	5	4 1/2	7			Ceiling between Decks	Approved Red Pine battens			
Transoms, material Iron or, if none, in what manner compensated for.									Stringer or Tie Plates out-side Hatchways	13	1/16	12 3/4	1/16
Knight-heads, and Hawse Timbers									Deck Beam Clamps or Spircketting				
The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 inches) apart.									Shelf				
The reverse angle irons on the floors extend in one length across the middle line from lower deck to Gunwale alternately									Stringers in Hold	Double Angle Iron 5x4 x 7/16 5x4 x 7/16			
Keelson, how are the various lengths of plates or angle irons connected?									Deck, Lower	Yellow Pine 3			
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/8 + 1/8 ins.) diameter averaging (1 1/2 in.) from centre to centre of rivet.									Deck, Upper, how fastened to Beams	By screw bolts & nuts from above			
Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.									Bulkheads, No. (one)	Thickness of 7/16 7/16			
Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No										how secured to the sides of the ship (Between double frames)			
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No										size of vertical angle iron and their distance apart 3 x 3 x 7/16 about 30 inches apart			
Edge of Sheerstrake, double or single rivetted?													
Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting ()													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?													
Planksheer, how secured to the plating of the sides													
Waterway, planksheer and to the Beams													
Deck Beams, how secured to the side?													
Hold or Lower Deck													
Paddle													
No. of breasthooks crutches how are pointers compensated?													
What description of iron is used for the angle iron and plate iron in the vessel?													

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 Builder's Signature
 Robert Duncan & Co.

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Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes
 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
 Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid lengths
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes
 Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. Masts & Bowsprit Iron ^{leaves} Yards and top masts steel
 She has SAILS. CABLES, &c. ANCHORS, and their weights.

N ^o .	SAILS	CABLES, &c.	FATHOMS.		INCHES.		N ^o .	WEIGHT.
			Fathoms.	Inches.	Fathoms.	Inches.		
	Fore Sails,	Chain	300	1 3/4	common	29 " 15 "	1	31.2-
		" Stream	60	1 1/2	Bower	29 " 3 " 3 "	1	30.3-
<u>Two</u>	Fore Top Sails,	Hempen Stream Cable	90	10	Iron	27 " 2 " 2 "	1	34.-14
<u>Sails</u>	Fore Topmast Stay Sails,	Hawser	90	9	Stream,		1	14.-17
	Main Sails,	Towlines	90	5 1/2	Kedge,		1	5.2-
	Main Top Sails,	Warp	90	4			1	2.3.14
		All of <u>Good</u> quality.						

Her Staging and Running Rigging Hemp & Manila sufficient in size and Good in quality.
 She has Two Long Boats and Four others
 The present state of the Windlass is Good Three Capstans Good and Rudder Good Pumps Two Good Two Good

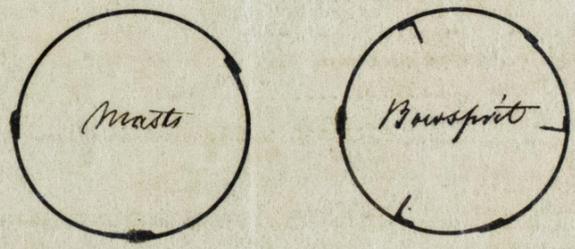
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 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
 5th. After the ship was launched

Specially Surveyed while building from 19th December 1863 to 2nd November 1864 in all 50 visits.

This vessel has been built under Special Survey as per Order N^o 311. She is fitted with Decker Keelson formed of Angle Iron back to back 5x4x7/8 all fore and aft and wash plates in way of same 7 inches as per sketch here-with, also a bulk 8 1/2 x 7/8 fitted between double angle iron 5x4x7/8 forming bilge Keelson. The butt straps to the Sheerstrakes extend from the frame afore to the frame abaft the butt; all butts being chain rivetted. Has a full poop and fore-castle.

Masts & Bowsprit	Thickness of plating	Rivetting of butts	Rivetting of edges	Size of Angle Iron	N ^o of Angle Iron	Diameter of masts
Main Mast	7/8	Carvel	blucher	"	"	30 inches
Fore Mast	7/8	"	"	"	"	30 inches
Mizen Mast	7/8	"	"	"	"	23 inches
Bowsprit	7/8	"	"	5x3x7/8	3 in way of	30 inches



The Testing certificates of the wood stocked anchors are dated 12th Sept^r 1864 at Mersey Docks and Harb^r Board; and the Iron Stocked Anchor tested at the Sunderland Public Testing Machine and dated 15th September 1864. The Chain cables have been tested at a Private Machine and dated 15th October 1864 - See letter here-with from the Superintendent of the Company or Owners of the Ship.

In what manner are the surfaces preserved from oxidation? Portland Cement between floors to upper parts of bilges; inside and outside with three coats of Red lead, and bottom coated with Tallow

We are of opinion this Vessel should be classed A

The amount of the Fee£ 5 : " : " is received by me,

Not Special£ 50 : 4 : "

* Certificate (if required)£ " : " : "

Committee's Minute 4th November 1864

Character assigned A 1

W. J. B. Cole
Robt. Luce

The scantlings herein have been compared with requirements for 900 and under 1000 tons, and it will be perceived the Gross Tonnage is 1003 Tons. She has side keelsons composed of two angle irons and wash plates under them, between plates as shown in sketch also a Bulwark Plate between angle iron keelsons at lower part of bilge, these are entitled to the Committee's favorable consideration as being compensatory for the excess of 1000 tons tonnage. Entered in the Register of Shipping on 15th Nov 1864 in No. 78 part dated August last of ship built by Messrs...

MA