

Rec 15/2/92

Tonnage under Tonnage Deck	1323.26	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at	Dunbarton
Ditto of Third Spar, or Awning Deck		Half moulded breadth ... 15.10	Half Moulded Breadth ...	When built	1871
Ditto of Poop, or Raised Or. Dk.		Depth from upper part of Keel to top of Upper Deck Beams ... 24.33	Total Depth if three or more Decks ...	Launched	20 th Decr 71
Ditto of Houses on Deck ...	12.13	Girth of Half Midship Frame (as per Rule) ... 34.66	Total Girth of Half Midship Frame ...	By whom built	W ^m Denny & Boro
Ditto of Forecastle		1st Number ... 73.99	3rd Number ...	Owners	Galbraith &
Gross Tonnage	1335.39	Length ... 268.3	Length ...	Port belonging to	Clasgon
Crew Space, no per Rule	43.96	2 58 18 8 3	(107 Rules)	Destined Voyage	Clas Rangoon
Register Tonnage, no per Rule	1323.26	4 2 19 4	4th Number ...	and	
Engine Room	427.32	147 9 8	Breadths to Length	Surveyed while Building, Afloat, or in Dry Dock	
Register Tonnage, as a Steamer, cut on Beam	864.11	2nd Number ... 198.65			
		Depths to Length			

Length on deck as per Rule, 260.5

Feet. Inches.

Moulded Breadth, 30

Feet. Inches.

Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 23.5

Feet. Inches.

Power of Engines, 150

Horse.

No. of Decks with flat laid 2

No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 271.5 breadth, 30.15 depth, 22.6

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	10 x 2 1/2	10 x 2 1/2	Do. if centre through plate, depth and thickness	9 x 2 1/2	9 x 2 1/2	Stem, if bar iron, moulding and thickness	9 x 5	9 x 5
Stern-post for Rudder do. do.	9 x 5	9 x 5	Stern-post for Propeller	9 x 5	9 x 5	Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
Frames, size of Angle Iron, for 3/4 length amidships	5	3	Do. for 1/2 at each end	5	3	Reversed Frames, size of Angle Iron	3 1/2	3
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	22	-	Do. at the ends	40	-	Do. do. do. at Bilge Keelson	10	-
Do. do. do. at Bilge Keelson	10	-	Do. height extended at the Bilges	44	-	Beams, Upper, Spar, or Awning Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4	-
Single or double Angle Iron on Upper Edge	2 1/2	2 1/2	Average space	4	-	Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4	-
Single or double Angle Iron, on Upper Edge	3	2 1/2	Average space	4	-	Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4	-
Single or double Angle Iron on Upper Edge	3	2 1/2	Average space	4	-	Keelson Centre line, single or double plate, beam, or Intercoastal, size of Plates	20	-
Do. Bulb Plate to Intercoastal Keelson	8	-	Do. Size of Angle Irons	5 1/2	4	Do. Side Intercoastal Keelson, size of Plates	24	-
Do. Side Intercoastal Keelson, size of Plates	24	-	Do. Angle Irons on tops of Floors	5 1/2	4	Do. Bilge Keelson, Bulb Iron	5 1/2	4
Do. Bilge Keelson, Bulb Iron	5 1/2	4	Do. do. Intercoastal plates riveted	10 1/2	-	At fore end to plating for 3/4 length	10 1/2	-
Do. do. Intercoastal plates riveted	10 1/2	-	Do. do. Angle Irons	5 1/2	4	Side Stringers (No. 2 Pairs) size of Angle Irons	5 1/2	4
Do. do. Angle Irons	5 1/2	4	Do. Intercoastal plates riveted to plating for length	10 1/2	-	Transoms, material Iron or, if none, in what manner compensated for.		
Do. Intercoastal plates riveted to plating for length	10 1/2	-	Knight-heads Iron Hawse Timbers Wood Chocks			Windlass Capstan Pall Bar		

Flat Keel Plates, breadth and thickness

Plates in Garboard Strakes, breadth and thickness

Do. from Garboard to upper part of Bilges

Do. of doubling at Bilge, or increased thickness, and length applied

Do. fm up. part of Bilge to l.r. edge of Sh'rstrake

Do. Main Sheerstrake, breadth and thickness

Do. of d'bling at Sh'rstrake, & length applied

Do. from Mn. to Up. or Spar Dk. Sh'rstrake

Do. Up. or Spar Dk Sh'rstrake, brdth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating

Shifts of Plating, and Stringers

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness

Angle Iron on ditto

Tie Plates (fore and aft), outside Hatchways

Diagonal Tie Plates on Beams (No. of Pairs)

Planksheer material and scantling

Waterways do. do.

Flat of Upper Deck do. do.

How fastened to Beams

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness

(Is the Stringer Plate attached to the outside plating?)

Angle Irons on ditto (No. 2)

Tie Plates, outside Hatchways

Diagonal Tie Plates on Beams (No. of pairs)

Waterways-materials and scantlings

Flat of Middle Deck do. do.

How fastened to Beams

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams

(Is the Stringer Plate attached to the outside plating?)

Angle Irons on ditto (No. 2)

Stringer or Tie Plates, outside Hatchways

Flat of Lower Deck

Ceiling betwixt Decks, thickness and material

Do. in hold do. do.

Main piece of Rudder, diameter at head do. do. at heel

(Can the Rudder be unshipped afloat?)

Bulkheads No. 5 Thickness of 7 1/2

Do. Height up

Do. How secured to the sides of the ship

Do. Size of Vertical Angle Irons 4 x 4 and their distance apart, 30 in.

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

The Frames extend in one length from Keel to Main Deck Stringer Riveted through plates with 10 3/4 in. Rivets, about 6 apart.

The Reverse Angle Irons on the floors and frames extend from the middle line on every frame to chokeboard and to Main Deck Stringer alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets 10 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes 1 1/2 thick, double or single Riveted; with Rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of Two Strakes at Bilge for 14 ft length, treble riveted with Butt Straps to thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets 1 3/8 in.) diameter, averaging (3 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps 10 0/16 thick, double or single Riveted; with Rivets 1 3/8 in) diameter, averaging (3 ins) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, lapped and double or treble Riveted for whole length amidships. Breadth of laps of plating in double Riveting 3 1/2 - Breadth of laps of plating in single Riveting ()

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) See Section of India

Beams of the various Decks, how secured to the sides? Taped bracket knees No. of Breasthooks, four Crutches, after floor

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Blackman Seatons to height After bulkhead

Manufacturer's name or trade mark Cossett Blochman

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature, J. J. J. J. Surveyor's Signature, P. W. J. J.

Hand

Ges

2. Solid Angles to sides

They do

? A few at corners of huts

Her Masts, ~~Bowsprit~~ Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the 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

Mash. of Oregon Pine

9799 from

[illegible]

Her Standing and Running Rigging is adequate sufficient in size and and in quality. She has two Long Boat and

The present state of the Windlass is Capstan Good and Rudder Good Pumps Good

Engine Room Skylights.—How constructed? In deep iron frames How secured in ordinary weather? Forewed & comings

What arrangements are there for deadlights in such for bad weather? Bulbeyes in hood dead lights

Coal Bunker Openings.—How constructed? *Dr. Maxim deep* How are lids secured? *by bolts* How high above deck? *flush*

Coal Bunker Openings.—How constructed? *In main deck* How are lids secured? *by bolts* How high are they? *2 ft.*

What arrangements are there beyond the scunnings on deck, for clearing upper deck of water, in case of a sea coming on board?

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing up
gullies and brass drainpipes on each side

But joints, and three running pipes on each side
Cargo Hatchways.—How formed? of iron Corning State size 1 1/2 x 27- and less

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams? one of wood in large hatch in both upper and lower decks

What arrangement for shifting beams? Reg. Hood, in large hatch in main rigging
Hatches, themselves, whether strong and efficient? Yes **Main Hatchways.**—State size 16 x 27

Order for Special Survey No. 445 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
2nd. On the plating during the progress of riveting Special Surveys

Date 22nd Feb^y 1874 Surveys held } 2nd. On the plating during the progress of riveting Special Survey
Order for Ordinary Survey No. ✓ while building } 3rd. When the beams were in and fastened, and before the decks were laid Between

Order for Ordinary Survey No. ✓ while building }
Date 11th as per Section 18
4th. When the ship was complete, and before the plating was finally coated or cemented 4th April 1872
5th. After the ship was launched and equipped and 13th February 1872

No. 136 in builder's yard. Section 18. (5th. After the ship was launched and equipped and is ready for service)

General Remarks,

General Remarks,
This is a sister vessel to "India" (Oles. No. 3410,) & which reports
the tracing of development section is attached.

The certificates of test for the cables are endorsed "Thirteen links
selected by me out of the 300 fashions" &c. broke at 75 tons 10 cwt
Signed Samuel, President

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

I am of opinion this Vessel should be Classed +MA1 2 Decks

The amount of the Entry Fee£ 5 : 5 : 3 is received by me,

Special £ 58 : 1 : 6
Certificate *Gratis*

(Travelling Expenses)

(if any) £ 4. 7

Committee's Minute 16th February 1872

Character assigned 100 A

This deposit is intended
to be classed as recommended
100A.1. B.M.
16/2/72
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