

IRON SHIP.

No. 384 Survey held at Dumbarton Date, First Survey 13th Feb 73 Last Survey 20th May 1874
On the S.S. Africa Yard Number 172 Master J. H. Atkinson

TONNAGE under 1330.99 **ONE, OR TWO DECKED, THREE DECKED VESSEL.**
Tonnage Deck 652.15 **SPAR, OR AWNING DECKED VESSEL.**
Ditto of Third, 40.73 **HALF BREADTH** (moulded)... 16.5 Feet.
Ditto of Deck... 10.73 **DEPTH** from upper part of Keel to top of Upper Deck Beams 27.5
Ditto of Houses on Deck... 10.73 **GIRTH** of Half Midship Frame (as per Rule) 40.25
Ditto of Forecastle 10.73 **1st NUMBER** 84.25
Gross Tonnage 2031.06 **1st NUMBER, if a THREE-DECKED VESSEL** 7
Crew Space 64.69 deduct 7 feet 77.25
In Fee 1991.14 **LENGTH** 313.67
Less Engine Room 650.20 **2nd NUMBER** 24231
Register Tonnage (as cut on Beam) 1317.97 **PROPORTIONS**—Breadths to Length 9.5
Depths to Length—Upper Deck to Keel 11.4
Main Deck ditto 15.6

Built at Dumbarton
When built 1874 Launched 20th April
By whom built Mr. Denny & Co.
Owners British India S.N. Co.
Port belonging to Glasgow
Destined Voyage Glas
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 313.67 **BREADTH**—Moulded... 33 **DEPTH** top of Floors to Upper Deck Beams 27.5 **Power of Engines** 10 **Horse** 10 **N° of Decks with flat laid** 3
per Rule 313.67 **Do. do. Main Deck Beams** 10 **N° of Tiers of Beams** 3

Dimensions of Ship per Register, length, 313.2 breadth, 33.2 depth, 25.6

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL , depth and thickness	10 x 2 3/4	10 x 2 3/4				
STEM , moulding and thickness	10 x 2 3/4	10 x 2 3/4				
STERN POST for Rudder do. do.	10 x 5 1/2	10 x 5 1/2				
for Propeller	10 x 5 1/2	10 x 5 1/2				
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24				
FRAMES , Angle Iron, for 1/2 length amidships	5	5	16ths required	16ths required		
Do. for 1/2 at each end	5	5	16ths required	16ths required		
REVERSED FRAMES , Angle Iron	3	3	16ths required	16ths required		
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	22	22	16ths required	16ths required		
thickness at the ends of vessel	11	11				
depth at 1/2 the half-bdth. as per Rule	11	11				
height extended at the Bilges	40	40				
BEAMS , Upper, Spar, or Awning Deck	7	7	16ths required	16ths required		
Single or double Angle Iron, Plate or Tee Bulb Iron	7	7	16ths required	16ths required		
Single or double Angle Iron on Upper edge	40	40				
Average space	40	40				
BEAMS , Main or Middle Deck	8	8	16ths required	16ths required		
Single or double Angle Iron, Plate or Tee Bulb Iron	8	8	16ths required	16ths required		
Single or double Angle Iron, on Upper Edge	3	3	16ths required	16ths required		
Average space	40	40				
BEAMS , Lower Deck, Hold or Orlop	8	8	16ths required	16ths required		
Single or double Angle Iron, Plate or Tee Bulb Iron	8	8	16ths required	16ths required		
Single or double Angle Iron on Upper Edge	3	3	16ths required	16ths required		
Average space	40	40				
KEELSONS Centre line, single or double plate, box, or intercostal, Plater	19	19	16ths required	16ths required		
" Rider Plate	9	9	16ths required	16ths required		
" Bulb Plate to intercostal Keelson	6	6	16ths required	16ths required		
" Angle Irons	6	6	16ths required	16ths required		
" Double Angle Iron Side Keelson	22	22	16ths required	16ths required		
" Side intercostal Plate	22	22	16ths required	16ths required		
" do. Angle Irons	6	6	16ths required	16ths required		
" Attached to outside plating with angle iron	3 1/2	3 1/2	16ths required	16ths required		
BILGE Angle Irons	6	6	16ths required	16ths required		
" do. Bulb Iron	8	8	16ths required	16ths required		
" do. Intercostal plates riveted to plating for 156 ft length	16	16	16ths required	16ths required		
BILGE STRINGER Angle Irons	6	6	16ths required	16ths required		
Intercostal plates riveted to plating for 200 ft length	11	11	16ths required	16ths required		
SIDE STRINGER Angle Irons						

Flat Keel Plates, breadth and thickness... 36 12 36 12
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied... 11 and 10 11 10
fin up. part of Bilge to l.r. edge of Sh'rstrake
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.
Up. or Spar Dk Sh'rstrake, brdth & thickness 41 12 40 12
Butt Straps to outside plating, breadth & thickness 41 13 40 13
Lengths of Plating 6 frames
Shifts of Plating, and Stringers 2 frames
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 50 9 as approved
Angle Iron on ditto 4x4x9 4x4x9
Tie Plates fore and aft, outside Hatchways
Diagonal Tie Plates on Beams No. of Pairs
Planksheer material and scantling 14x4 1/2
Waterways do. do. 3 6
Flat of Upper Deck do. do. 3 6
How fastened to Beams do. do. 3 6
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 66 10 as approved
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 2 4x4x9 4x4x9
Tie Plates, outside Hatchways 14 1/2 9 14 1/2 9
Diagonal Tie Plates on Beams, No. of pairs
Waterways materials and scantlings P.P. 7x4 1/2
Flat of Middle Deck do. do. 3 1/2 3 1/2
How fastened to Beams do. do. 3 1/2 3 1/2
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 30 9 30 9
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 2 4x4x9 4x4x9
Stringer or Tie Plates, outside Hatchways 14 1/2 9 14 1/2 9
Flat of Lower Deck do. do. 2 1/2 2 1/2
Ceiling between Decks, thickness and material 2 1/2 PP 2 1/2 PP
in hold do. do. 2 1/2 PP
Main piece of Rudder, diameter at head 7 1/2 3 1/2
do. at heel 7 1/2 3 1/2
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 5 Thickness of 7/16

Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Iron Patent Pall Butt

The **FRAMES** extend in one length from Keel to upper deck string Riveted through plates with 7/8 in. Rivets, about 3 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above middle deck and to upper deck string alternately

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 1/2 in. diameter, averaging 3 1/2 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 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 Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.

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

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

Edges of Main Sheerstrake, double or single riveted. **Upper Sheerstrake**, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4 1/2

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

Waterway, how secured to Beams Iron Patent (Explain by Sketch, if necessary.) No. of Breasthooks, Iron Crutches, Iron

Beams of the various Decks, how secured to the sides? Forward Keelsons No. of Breasthooks, Iron Crutches, Iron

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Morse & Palmer

Manufacturer's name or trade mark, Morse & Palmer & Consett

The above is a correct description

Builder's Signature, Mr. Denny & Co. Surveyor's Signature, Mr. Denny & Co.

12732 Iron

State also Length and Diameter of Lower Masts and Bowsprit

84. 24X 313.67 =

Standing and Running Rigging Wire Sheet sufficient in size and good in quality. She has Three Long Boats and Three ⁸⁹ Hums.

Engine Room Skylights. How constructed? in iron coverings. How secured in ordinary weather? by bolts.

Coal Bunker Openings.—How constructed? *Under upper deck & side tanks* How are lids secured? *by bolts* Height above deck? *6 inches*

Cargo Hatchways.—How formed? Iron Cornices

State size **Main Hatch** 16x10 **Forehatch** 8x8 10x4 **Quarterhatch** 13x9

If of extraordinary size, state how framed and secured? }
What arrangement for shifting beams? } one good shifting beam in main hatch

Hatches. If strong and efficient? *Yes.*

Order for Special Survey No. <u>914</u>	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	<u>Sept 15 10. 23. 29. Oct 1. 13. 16. 20. 24. 27. Nov 3. 6. 10. 15. 17</u>
Date <u>July 15/74</u>		2nd. On the plating during the process of riveting	<u>20. 24. 27. Dec 1. 4. 8. 11. 15. 18. 22. 29. Jan 1. 8. 12. 15. 19. 22. 26</u>
Order for Ordinary Survey No. <u>✓</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Feb 4. 5. 9. 12. 16. 19. 23. Mar 2. 9. 12. 16. 20. 23. 26. 30.</u>
Date <u>✓</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>Apr 6. 10. 16. 20. 23. 27. May 7. 11. 25. 28. 1874</u>
No. <u>172</u> in builder's yard.		5th. After the ship was launched and equipped	

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

The Workmanship is good. She is built in accordance with the accompanying approved midship section. With the strengthening in the engine and boiler spaces approved and shown in the appended plan.

The three small anchors. are a little below the rules. in weight
While the 3rd ones. are much in excess. -

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.

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed * 100 A 1 3 Decks.

The amount of the Entry Fee£ 5 : 4 : 6 is received by me,

Special £ *44*: *15*: *6 3/4* June 187*4*

Certificate ... *Grate*

(Travelling Expenses)

(if any) £ 2/11 4/10

Committee's Minute 3rd June 1874.

Character assigned

Are p Three Deeds
Mile.

W. L. Garrison

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