

IRON SHIP.

23678 9/6/79

2620 Survey held at Belfash

Date, First Survey 3rd January 79

Last Survey 5th June 1879

the S. S. "Maharani"

Master J. Carson

10.25

AGE under
Third, Spar,
Poop, or
Houses
on Deck
Forecastle
Tonnage
New Space
Engine Room
Tonnage
on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~
Feet.
HALF BREADTH (moulded) 15.75
DEPTH from upper part of Keel to top of Upper Deck Beams 24.20
GIRTH of Half Midship Frame (as per Rule) 36.50
1st NUMBER 76.45
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 304.33
2nd NUMBER 23,266
PROPORTIONS—Breadths to Length 9.6
Depths to Length—Upper Deck to Keel 12.5
Main Deck ditto

Built at Belfash
When built 1879 Launched 26th April 1879
By whom built Harland & Wolff
Owners Asiatic Steam Nav. Co. Ltd
Port belonging to Liverpool
Destined Voyage Coasting trade. India
Surveyed while Building, Afloat, or in Dry Dock.

Feet. Inches. BREADTH—Moulded... 31 6
DEPTH top of Floors to Upper Deck Beams 22 2 1/2
Do. do. Main Deck Beams

Power of Engines ... 190
Horse.
N^o. of Decks with flat laid Two
N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, 305.8 breadth, 31.7 depth, 22.25

Inches in Ship. Inches per Rule.
L, depth and thickness 9 x 3 1/2 10 x 2 3/4
M, moulding and thickness 9 x 3 10 x 2 3/4
RN-POST for Rudder do. do. 10 1/2 x 5 1/2 10 x 5 1/2
for Propeller 9 1/2 x 6
ance of Frames from moulding edge to building edge, all fore and aft 24 (Class 100 A)
MES, Angle Iron, for 3/4 length amidships 5 3 8 5 3 8
do. for 1/2 at each end 5 3 7 5 3 7
ERSED FRAMES, Angle Iron 3 1/2 3 8 3 1/2 3 8
ORS, depth and thickness of Floor Plate 24 x 9 24 x 9
mid line for half length amidships 24 x 10 24 x 10
thickness at the ends of vessel 12 12
depth at 3/4 the half-bdth. as per Rule 48 48
height extended at the Bilges 7 x 8 7 x 8
MS, Upper, Spar, or Awning Deck 7 x 8 7 x 8
do or d'ble Ang. Iron, Plate or Tee Bulb Iron 7 x 8 7 x 8
do or double Angle Iron on Upper edge 7 x 8 7 x 8
average space 4 1/2 4 1/2
MS, Main, or Middle Deck 8 1/4 x 8 8 x 8
do or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/4 x 8 8 x 8
do or double Angle Iron, on Upper Edge 8 1/4 x 8 8 x 8
average space 4 1/2 4 1/2
MS, Lower Deck, Hold, or Orlop 8 x 8 8 x 8
do or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 x 8 8 x 8
do or double Angle Iron on Upper Edge 8 x 8 8 x 8
average space 3 3
ELSONS Centre line, single or double plate, box, or Intercoastal Plates 20 x 13 19 x 13
Rider Plate 13 x 13 13 x 13
Bulb Plate to Intercoastal Keelson 1/2 length 8 x 8 8 x 8
Angle Irons 6 4 9 6 4 9
Double Angle Iron Side Keelson 6 4 9 6 4 9
Side Intercoastal Plate 6 4 9 6 4 9
do. Angle Irons 6 4 9 6 4 9
Attached to outside plating with angle iron 6 4 9 6 4 9
GE Angle Irons 6 4 9 6 4 9
do. Bulb Iron for 3/4 length 8 x 8 8 x 8
do. Intercoastal plates riveted to plating for length 8 x 8 8 x 8
GE STRINGER Angle Irons 6 4 9 6 4 9
Intercoastal plates riveted to plating for length 1/2 length bulb 8 x 8 8 x 8
E STRINGER Angle Irons 6 4 9 6 4 9
1/2 length bulb 8 x 8 8 x 8
Boms, material. Knight-heads. Hawse Timbers. Iron
Glass Iron patent Pall Bitt

Flat Keel Plates, breadth and thickness
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 36 12 36 12
fm up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 40 15 40 15
Up. or Spar Dk Sh'rstrake, brdth & thickness 40 15 40 15
Butt Straps to outside plating, breadth & thickness 11 5 17 11 5 16 11 5 16 11 5 16
Lengths of Plating 12 1/2 10 1/2 10 1/2
Shifts of Plating, and Stringers 4 1/2 4 1/2
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 30 10 30 10
Angle Iron on ditto 6 x 4 x 9 6 x 4 x 9
Tie Plates fore and aft, outside Hatchways 7 1/6 7 1/6
Diagonal Tie Plates on Beams No. of Pairs, doubles in wake of Hatchways
Planksheer material and scantling
Waterways do. do. Gutter
Flat of Upper Deck do. do. 3
How fastened to Beams 3/4 x 5 x 8 x 10
Stringer Plate on ends of Main Middle Deck Beams, breadth and thickness 40 9 39 9
Is the Stringer Plate attached to the outside plating? yes
Angle Irons on ditto, No. Two 4 x 4 x 9 4 x 4 x 9
Tie Plates, outside Hatchways 15 x 10 15 x 10
Diagonal Tie Plates on Beams, No. of pairs
Waterways materials and scantlings
Flat of Middle Deck do. do. 3 pine 3
How fastened to Beams 3/4 x 5 x 8 x 10
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. -
Stringer or Tie Plates, outside Hatchways -
Flat of Lower Deck -
Ceiling betwixt Decks, thickness and material 2 1/2 in 2 1/2
in hold do. do. 2 1/2 in 2 1/2
Main piece of Rudder, diameter at head 7 3/4 7 3/4
do. at heel 3 3/4 3 3/4
Can the Rudder be unshipped afloat? yes
Bulkheads No. Six Thickness of 7/16 7
Height up to top of keel after due to main dk.
How secured to sides of ship between double frame angles
Size of Vertical Angle Irons 5 x 3 x 8 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? yes

FRAMES extend in one length from Middle line to gunwale & rail
REVERSED ANGLE IRONS on floors and frames extend across middle line to upper
ELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes
TING. 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 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 1/16 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 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.
Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 1 1/2
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quadruple, treble and double riveted
terway, how secured to Beams Butts (Explain by Sketch, if necessary.)
ms of the various Decks, how secured to the sides? Turned knees No. of Breasthooks, two Crutches, two
at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
nufacturer's name or trade mark, Frames Moulded; plates Foxhead & consort; beams Butterley.
The above is a correct description.
ider's Signature, Harland & Wolff Surveyor's Signature, J. S. Scullard
Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 485-0133

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

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*

Are the fillings between the ribs 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? *No*

23678 Iron

Masts, Bowsprit, Yards, &c., are *Iron Hood* 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 *Iron masts for auxiliary purposes only.*

The masts for this vessel have been built in accordance with the drawings submitted and approved for sister ship "Shahjehan". The iron of which they are built was tested and found satisfactory.

The approved drawings are attached to the Belfast report No 2581.

NUMBER for EQUIPMENT 23,266		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W't req'd per Rule.	Test per Rule.	
No. of SAILS.	CABLES, &c.	135 1/2	1 3/4	55-2-2-0	270-1 1/2	55 1/8	Bowers	1	30-3-6	29-5-2-14	30-0-0	28 1/2	
	Chain	134 1/2	1 3/4	55-2-2-0				1	29-1-10	28-3-0-14	30-0-0	28 1/2	
	<i>Lloyds proving house</i>			<i>Ketherton</i>				1	25-1-22	26-3-3-0	25-2-0	25-3	
	<i>J. G. Lewis, suppl</i>			<i>4/3/79</i>					<i>Lloyds proving house</i>	<i>Ketherton</i>			
	<i>J. G. Lewis, suppl</i>								<i>J. G. Lewis, suppl</i>	<i>10, 12 and 17 Man</i>			
	Hmpt Strm Cbl	75	1 1/6	13 1/2	75-1 1/6	13 7/8							
	Hawser ...	90	11		90-11		Stream	...	1	9-2-13	11-13-1-21	9-2-0	18 1/2
	Towlines ...	90	10 1/2		90-11				1	4-3-25	7-7-2-0	4-3-0	7 1/2
	Warp	90	6 1/2		90-7		Kedges	...	1	2-0-27	4 3/4	2-2-0	5
	quality <i>good</i>	90	4 1/2										

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *two* Long Boat and *two* others

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Leak* How secured in ordinary weather?

What arrangements for deadlights in bad weather? *Deadlights fitted in top of skylight.*

Coal Bunker Openings.—How constructed? *Two in side of boiler casing and two in deck* How are lids secured? *Screws* Height above deck? *12 1/2*

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

gangways fitted with iron stanchions & rails

Cargo Hatchways.—How formed? *Plates and angles*

State size Main Hatch *11' 6" x 9' 10" & 11' 6" x 9' 10"* Fore hatch *7' 6" x 6' 0" & 19' 7" x 9' 10"* Quarter hatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Oak shifting beam and oak fore and afters*

Hatches, If strong and efficient? *yes*

Order for Special Survey No. 80	1 st . On the several parts of the frame, when in place, and before the plating was wrought	January 3-8-13-17-23-29-February 12
Date <i>10 July 1878</i>	2 nd . On the plating during the process of riveting	26. March 4-11-18-21-26. April
Order for Ordinary Survey No. 23	3 rd . When the beams were in and fastened, and before the decks were laid...	4-10-16-21-23-26. May 2-9-14
Date	4 th . When the ship was complete, and before the plating was finally coated or cemented...	22. June 3-4-5-1879.
No. <i>125</i> in builder's yard.	5 th . After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This two decked vessel has been built in accordance with the drawings submitted and approved see Secretary's letter of the 4th 23rd July 1878, and in other respects to the requirements of the Rules for the 100 H grade.*

She has a turtle back forecastle not enclosed 48 ft in length, beams 4' x 3' x 7/16 plated at the sides and partially decked with 2 1/2" oak. Windlass fitted under. There are three houses on deck, forward house 32' x 21', next 38' x 21', these two being before and abaft boiler & engine room with a continuous 2 1/2" oak flat over forming a hurricane deck, beams 5' x 3' x 7/16 extending to the ship's side, frames being carried up to take them. There is a chart house on this deck composed of wood. The engine room skylight and boats' davits are fitted on this deck. After house 24' x 13' top 2 1/2" oak. Side plating to houses 7/16" and 1/4".

The materials of which she is constructed are good and the workmanship and finish are superior. There is a ballast tank in fore hold divided by a bulkhead at the middle line and one on each side of shaft passage in after hold and of the same height. These tanks have been tested by water pressure to the height of the load line & found satisfactory.

State if one, two, or three, decked vessel, or if spar, or evening decked, and the lengths of poop, forecastle, or raised quarter deck, and the length 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.*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 66 : 13 : 6 5/6 1879

Certificate ... *years: 14, 4, 6*

(Travelling Expenses, if any, £)

Committee's Minute *10th June, 1879.*

Character assigned

100 A.1 Iron

1879.

This vessel appears to be eligible to be classed as recommended viz

100 A.1

Lloyd's Register

Foundation

9.6