

# Steel IRON SHIP.

(Received at London Office)

No. *142* Survey held at *Grangemouth* Date, First Survey *28th April 84* Last Survey *27th Decr 1883*  
 On the *Steel* Screw Steamer *Itana* 2 masts, schooner rigged

TONNAGE under Tonnage Deck) <i>342.75</i>	ONE, OR TWO-DECKED, THREE DECKED VESSEL.	Master <i>J. Waters</i>
Ditto of Third Spar, Bridge or Aft Deck) <i>20.77</i>	SPAR, OR AWNING-DECKED VESSEL.	Built at <i>Grangemouth</i>
Ditto of Poop, or Raised, Or, Dk. <i>36.21</i>	Half Breadth (moulded) <i>12.5</i>	When built <i>1884</i> Launched <i>6th Novr 84</i>
Ditto of Houses on Deck) <i>7.19</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>13.25</i>	By whom built <i>Dobson &amp; Charles</i>
Ditto of Forecastle <i>17.03</i>	Girth of Half Midship Frame (as per Rule) <i>22.6</i>	Owners <i>London &amp; Solway St. Ship Coy. (Limited)</i>
Gross Tonnage <i>428.28</i>	1st Number <i>48.35</i>	Residence <i>Victoria Stone Wharf, Glasgow</i>
Less Crew Space <i>28.5</i>	1st Number, if a 3 Decked Vessel deduct 7 feet	Port belonging to <i>London</i>
Less Engine Room <i>13.05</i>	Length <i>158.9</i>	Destined Voyage <i>Not fixed</i>
Register Tonnage as out on Beam) <i>263.08</i>	2nd Number <i>7682.81</i>	If Surveyed while Building, Afloat, or in Dry Dock
	Proportions— Breadths to Length <i>6.35</i>	<i>Surveyed while building &amp; afloat</i>
	Depths to Length—Upper Deck to Keel <i>11.97</i>	
	Main Deck ditto <i>11.97</i>	

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	158	11	Moulded	25	2	top of Floors to Upper Deck Beams	12	2	62	62	One	One
Dimensions of Ship per Register, length, 160. breadth, 25.2. depth, 12. Moulded Depth 12ft 9in.												
FLAT KEEL, depth and thickness	Inches in Ship.		Inches per Rule.									
FLAT KEEL, moulding and thickness	Inches in Ship.		Inches per Rule.									
FLAT KEEL, STERN-POST for Rudder do. do.	Inches in Ship.		Inches per Rule.									
" " for Propeller	Inches in Ship.		Inches per Rule.									
Distance of Frames from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches per Rule.									
FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship.		Inches per Rule.									
Do. for 1/2 at each end	Inches in Ship.		Inches per Rule.									
REVERSED FRAMES, Angle Iron	Inches in Ship.		Inches per Rule.									
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	Inches in Ship.		Inches per Rule.									
" thickness at the ends of vessel	Inches in Ship.		Inches per Rule.									
" depth at 1/2 the half-bdth. as per Rule	Inches in Ship.		Inches per Rule.									
" height extended at the Bilges	Inches in Ship.		Inches per Rule.									
BEAMS, Upper, Spar, or Awning Deck	Inches in Ship.		Inches per Rule.									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship.		Inches per Rule.									
Single or double Angle Iron on Upper Edge	Inches in Ship.		Inches per Rule.									
Average space	Inches in Ship.		Inches per Rule.									
BEAMS, Main, or Middle Deck	Inches in Ship.		Inches per Rule.									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship.		Inches per Rule.									
Single or double Angle Iron on Upper Edge	Inches in Ship.		Inches per Rule.									
Average space	Inches in Ship.		Inches per Rule.									
BEAMS, Hold, or Orlop	Inches in Ship.		Inches per Rule.									
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship.		Inches per Rule.									
Single or double Angle Iron on Upper Edge	Inches in Ship.		Inches per Rule.									
Average space	Inches in Ship.		Inches per Rule.									
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	Inches in Ship.		Inches per Rule.									
" Rider Plate	Inches in Ship.		Inches per Rule.									
" Bulb Plate to Intercoastal Keelson	Inches in Ship.		Inches per Rule.									
" Angle Irons	Inches in Ship.		Inches per Rule.									
" Double Angle Iron Side Keelson	Inches in Ship.		Inches per Rule.									
" Side Intercoastal Plate	Inches in Ship.		Inches per Rule.									
" do. Angle Irons	Inches in Ship.		Inches per Rule.									
" Attached to outside plating with angle iron	Inches in Ship.		Inches per Rule.									
BILGE Angle Iron	Inches in Ship.		Inches per Rule.									
" do. Bulb Iron	Inches in Ship.		Inches per Rule.									
" do. Intercoastal plates riveted to plating for length	Inches in Ship.		Inches per Rule.									
BILGE STRINGER Angle Irons	Inches in Ship.		Inches per Rule.									
" Intercoastal plates riveted to plating for 3/5 length	Inches in Ship.		Inches per Rule.									
SIDE STRINGER Angle Irons	Inches in Ship.		Inches per Rule.									

The FRAMES extend in one length from *Middle Line* to *Gumwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.

The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *upper turn of bilge* and to *gunwale* 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 *3/8* 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 *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.

" Butts of *one* 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 *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* 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 *—* length amidships.

" Butts of Main Stringer Plate, treble riveted for *—* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *—* length.

Breadth of laps of plating in double riveting *5 1/2 x 4 1/2* Breadth of laps of plating in single riveting *3 1/2*

Traps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Double or Double* No. of Breasthooks, *10* Crutches, *3*

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*

Maker's name or trade mark, *Warrhead, Dalgety, Co.*

Is it a correct description? *Yes*

Signature, *Thomas Dobson* Surveyor's Signature, *H. Douglas*

Surveyor to Lloyd's Register of British and Foreign Shipping



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*  
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, except a few in butts.*

Masts, Bowsprit, Yards, &c., are *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 *Lower Masts 16" dia.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.		CABLES, &c					Bower Anchors						
A complete list of all Sails, &c connected with the case.	N <sup>o</sup> .	Chain .. 7.5.3..	90 ft 1/2	1 1/2 dia 30 7/8 x 20 3/8	165	2 R. Holt	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	9095	1	8.1.0	10.7.2.0	8.1.0	2 R. Holt
	Fore Sails,	Iron Stream Chain	75.1	1 1/2	1 1/2	Do		9098	1	8.1.0	10.7.2.0	8.1.0	Do
	Fore Top Sails,	or Steel Wire ..	60.2	1 1/2 dia 12 3/4 x 8 5/8	60. 1/2	Do		9097	1	7.1.0	9.9.1.14	7.0.0	Do
	Fore Topmast Stay Sails,	er Hempen Strin } Cable .....											
	Main Sails,	Towline, Hemp.	75	7 1/2	75 7 1/2		Stream Anchor	9093	1	2.2.0	5.0.0.0	2.2.0	Do
	Main Top Sails,	or Steel Wire ..	90	5 1/2	90 5 1/2		Kedge	...	1	1.1.0		1.1.0	
and		Hawser .....					2nd Kedge	...					
		Warp .....											
		quality good											

Standing and Running Rigging *are* sufficient in size and *good* in quality. She has *one* *Life* Boat and *one* cutter.  
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*  
Engine Room Skylights. How constructed? *Of Oak, bulls eyes in cover* How secured in ordinary weather? *Bolted to iron casings*  
What arrangements for deadlights in bad weather? *Canvas Cover*  
Coal Bunker Openings. How constructed? *Iron Plate Casings* How are lids secured? *Battened down* Height above deck? *15"*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *2 scuppers & 2 ports forward; open bulwarks aft.*  
Cargo Hatchways. How formed? *Iron Plate Casings riveted to beams & half beams.*  
State size Main Hatch *21 ft x 9 ft* Fore hatch Quarter hatch *14 ft x 9 ft*  
If of extraordinary size, state how framed and secured? *Ordinary size*  
What arrangement for shifting beams? *Two deep oak plates in main hatch, one bull & angle beam in quarter hatch.*  
Hatches. If strong and efficient? *Yes, solid 2 1/2" thick.*

Order to Survey No. *34*  
Date *31st April 84*  
Order for Ordinary Survey No. *34*  
Date *31st April 84*  
No. *34* in builder's yard.  
DATES of Survey held while building as per Section 19  
1st. On the several parts of the frame, when in place, and before the plating was wrought } *Built under special survey & accompanied by*  
2nd. On the plating during the process of riveting } *1884: April 22, May 5, 12, 19, 24, 28; June 10, July 11, Aug 15, 22*  
3rd. When the beams were in and fastened, and before the decks were laid... } *Sept 5, 10, 17, 22, 26; Oct 1, 6, 10, 14, 16, 22, 28; Nov 6*  
4th. When the ship was complete, and before the plating was finally coated or cemented.. } *3, 10, 17, 21, 27; Dec 2, 8, 12, 19, 27.*  
5th. After the ship was launched and equipped  
State dates of letters respecting this case *3rd April 84.*

General Remarks (State quality of workmanship, &c.)  
*Material & Workmanship Good.*  
*This vessel is built in accordance with the accompanying drawings, in number, approved by the Committee and in conformity with the Rules.*  
*The same & After peak tanks have been tested and found satisfactory.*  
*The Machinery Report with a boiler tracing are sent herewith.*

State if one, two, or three decked vessel, or if span, or mowing decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*  
I am of opinion this Vessel should be Classed *\* 100 A1 Steel, Iron main Deck*  
The amount of the Entry Fee .....£ 2 : - : - is received by me, }  
Special .....£ 20 : - : - 18 } *H. D. Palmer*  
(to be sent as per margin). Certificate ... *Gratis* *Said vessel is attached* Surveyor to Lloyd's Register of British and Foreign Ship  
(Travelling Expenses, if any, £ 12 : 5 : 0).  
Committee's Minute  
Character assigned  
*100 A1 Steel*  
*TRW L.A.C.P.*  
*18th April 1885*  
TUESDAY 6 JAN 1885 18  
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