

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No.

21067

State if Report is also sent on the Machinery of the Vessel *yes*.Port of *Sunderland* Date of completion of Report *27th August*
Survey held at *Sunderland* Date, First Survey *28th Jan'y, 1902*
On the *Steel screw Steamer "HINDUSTAN"*Received at London Office *WED. 3 SEP 1902*
Last Survey *21st August 1902*
Rig *Schooner*TONNAGE under
Tonnage Deck... *3570.16*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.Total under Upper Dk. *3570.16*
Do. of Poop

Do. of Bridge House

Do. of Forecasts *44.91*Do. of Houses on Deck *119.17*Do. of excess of Hatchways *21.99*

Do. above Crown of

Engine Room ... *3756.23*

Less Tonnage

Crew Space *111.16*

above Crown of

Engine Room ... *3645.07*

Tonnage for Fees...

Engine Room *1201.99*Navigation Spaces *54.13*Master Tonnage *1256.12*cut on Beam... *2388.95*SPAR, AWNING OR PART AWNING DECKED VESSEL,
or a Vessel having a continuous Shade Deck.CLASS *100 A.1.*

FEET.

Half Breadth (moulded) ... *23.125*Depth from upper part of keel to top of Main Deck Beams *21.458*Girth of Half Midship Frame (as per Rule) ... *40.333*1st Number ... *84.916*Length ... *358*2nd Number ... *30399*Proportions—Breadths to Length ... *7.74*Depths to Length—Main Deck to top of Keel ... *16.68*Destined Voyage *New York*Master *J. Littlehales*Year of Appointment (1) As Master in service of
owner of present vessel: *1898*
(2) As Master of this
vessel: *1902*Built at *Sunderland*When built *1902* Launched *7th July*By whom built *Short Bros. Ltd.*Owners *The Hindustan Steam Ship Co. Ltd.*Managers *J. W. Squance & Co*

(Where necessary to be entered in Reg. Book.)

Residence *Sunderland*Port belonging to *Sunderland*and
Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
as per Rule	<i>358</i>	<i>0</i>	Moulded	<i>46</i>	<i>3</i>	Do. do. Main Deck Beams	<i>27</i>	<i>4</i>	Engines	<i>346</i>	<i>Two</i>

Dimensions of Ship per Register, Length *360.6* breadth *46.6* depth *27.3* Spar *Awning* Dk. Moulded depth, ft. *20* ins. *6 1/2* To Main Dk. Round up of Beam, Main Dk. *11* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
NAME, Angles, <i>2 1/2</i> x <i>3</i> for $\frac{1}{2}$ length	<i>6</i>	<i>3 1/2</i>	<i>9</i>	<i>6</i>	<i>3 1/2</i>	<i>9</i>
amidships	<i>6</i>	<i>3 1/2</i>	<i>8</i>	<i>6</i>	<i>3 1/2</i>	<i>8</i>
Do. for $\frac{1}{2}$ at each end	<i>6</i>	<i>3 1/2</i>	<i>8</i>	<i>6</i>	<i>3 1/2</i>	<i>8</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
at intermdt. Bkts.	<i>5</i>	<i>3 1/2</i>	<i>8</i>	<i>5</i>	<i>3 1/2</i>	<i>8</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
VERSED FRAME, Angles	<i>6</i>	<i>3 1/2</i>	<i>9</i>	<i>6</i>	<i>3 1/2</i>	<i>9</i>
DEP FRAMING, depth of girder	<i>9</i>	<i>-</i>	<i>9</i>	<i>-</i>	<i>-</i>	<i>-</i>
DOORS, depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships	<i>Cellular double bottom except under boilers where eleven floors are 25 x 12. Depth of frame girders in web 9 1/2</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
in way of Engines and Boilers	<i>42</i>	<i>7 1/2</i>	<i>-</i>	<i>42</i>	<i>7 1/2</i>	<i>-</i>
thickness at the ends of vessel	<i>48</i>	<i>-</i>	<i>48</i>	<i>-</i>	<i>-</i>	<i>-</i>
depth at $\frac{1}{2}$ the half bth. as per Rule	<i>42</i>	<i>-</i>	<i>42</i>	<i>-</i>	<i>-</i>	<i>-</i>
height extended at the Bilges	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
DOORS & BRACKETS, in Cell Dble Bottoms	<i>Three</i>	<i>7 1/2</i>	<i>Steel</i>	<i>7 1/2</i>	<i>-</i>	<i>-</i>
Distance apart	<i>48</i>	<i>-</i>	<i>48</i>	<i>-</i>	<i>-</i>	<i>-</i>
NTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>	<i>-</i>	<i>42</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
Bottom	<i>5 1/2</i>	<i>4</i>	<i>10</i>	<i>5 1/2</i>	<i>4</i>	<i>10</i>
DE GIRDERS, number and thickness	<i>Three</i>	<i>7 1/2</i>	<i>Steel</i>	<i>7 1/2</i>	<i>-</i>	<i>-</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
RGIN PLATE, depth (exclusive of flange) and thickness	<i>32</i>	<i>-</i>	<i>9</i>	<i>32</i>	<i>-</i>	<i>9</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>
IER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>60</i>	<i>-</i>	<i>10</i>	<i>60</i>	<i>-</i>	<i>10</i>
thickness in Engine and Boiler space	<i>-</i>	<i>-</i>	<i>3 1/2</i>	<i>Steel</i>	<i>3 1/2</i>	<i>Steel</i>
Remainder in Holds	<i>-</i>	<i>-</i>	<i>3 1/2</i>	<i>Steel</i>	<i>3 1/2</i>	<i>Steel</i>
AMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>	<i>9</i>
Angles on upper edge	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	<i>10</i>
AMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7 1/2</i>	<i>3</i>	<i>10</i>	<i>7 1/2</i>	<i>3</i>	<i>10</i>
Angles on upper edge	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles on upper edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
AMS, Hold, or Orlop, Plate or Tee Bulb	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles on upper edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
Angles on upper edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
Angles on upper edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
Angles on upper edge	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Average space	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
LARS, In tween Deck, size and spacing	<i>2 1/2</i>	<i>-</i>	<i>48</i>	<i>2 1/2</i>	<i>-</i>	<i>48</i>
Hold	<i>4 1/2</i>	<i>4 3/4</i>	<i>48</i>	<i>4 1/2</i>	<i>4 3/4</i>	<i>48</i>
Quarter, tween Dks.,	<i>4</i>	<i>4</i>	<i>48</i>	<i>4</i>	<i>4</i>	<i>48</i>
in Hold	<i>4</i>	<i>4</i>	<i>48</i>	<i>4</i>	<i>4</i>	<i>48</i>
WEB FRAMES, In Fore Body, No. and spacing	<i>One</i>	<i>in way of 2nd hatchway</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
brdth. & thickness	<i>36</i>	<i>-</i>	<i>9</i>	<i>36</i>	<i>-</i>	<i>9</i>
No. of Side Stringers	<i>Three</i>	<i>5 1/2</i>	<i>7</i>	<i>Three</i>	<i>5 1/2</i>	<i>7</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
brdth. & thickness	<i>24</i>	<i>-</i>	<i>24</i>	<i>-</i>	<i>-</i>	<i>-</i>
WEB FRAMES, In After Body, No. and spacing	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
brdth. & thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
No. of Side Stringers	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
Size of Angles or Tee Bars to Web Frames	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates, depth and thickness	<i>Flat plate keel</i>	<i>11 x 2 3/4</i>
STEM, moulding and thickness	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>
STERN POST for Rudder do. do.	<i>11 x 6 1/2</i>	<i>11 x 6 1/2</i>
for Propeller	<i>9</i>	<i>9</i>
MAIN PIECE of Rudder, diameter at head do. at heel	<i>6 3/4</i>	<i>6 3/4</i>

RUDDER, how constructed *Forged & smithed, Single plate 2 1/2*
Can the Rudder be unshipped afloat? *yes*

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>42</i>	<i>-</i>	<i>12</i>	<i>42</i>	<i>-</i>	<i>12</i>
Rider Plate	<i>12</i>	<i>-</i>	<i>11</i>	<i>12</i>	<i>-</i>	<i>11</i>
Bulb Plate to Intercoastal Keelson	<i>Brackets to floors</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Horizontal Plates on Floors	<i>5 1/2</i>	<i>4</i>	<i>10</i>	<i>5 1/2</i>	<i>4</i>	<i>10</i>
Angles	<i>5 1/2</i>	<i>4</i>	<i>10</i>	<i>5 1/2</i>	<i>4</i>	<i>10</i>
SIDE KEELSON, Angles	<i>16 1/2</i>	<i>-</i>	<i>12</i>	<i>16 1/2</i>	<i>-</i>	<i>12</i>
Bulb or Plate above floors, for in B.S. Ing.	<i>-</i>	<i>-</i>	<i>9</i>	<i>-</i>	<i>-</i>	<i>9</i>
Intercoastal Plate, for in B.S. Ing.	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
BILGE KEELSON, Angles	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>
Bulb or Plate above floors, for Ing.	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>
Intercoastal Plate, for Ing.	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>
Attached to outside plating with Angle	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>	<i>10 x 8 x 10</i>	<i>-</i>	<i>10</i>
BILGE STRINGER Angles	<i>10</i>	<i>3 1/2</i>	<i>13</i>	<i>10</i>	<i>3 1/2</i>	<i>13</i>
Bulb or Plate, for Ing.	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>
Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>56</i>	<i>10</i>	<i>56</i>	<i>10</i>	<i>-</i>	<i>-</i>
Angle on ditto	<i>4 x 4 x 9</i>	<i>-</i>	<i>4 x 4 x 9</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates, fore and aft, outside Hatchways	<i>Deck plating increased 1/20</i>	<i>-</i>	<i>Deck plating increased 1/20</i>	<i>-</i>	<i>-</i>	<i>-</i>
Diagonal Tie Plates, No. of pr.	<i>full</i>	<i>-</i>	<i>full</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, * Iron or Steel, for Ing.	<i>7-6</i>	<i>-</i>	<i>7-6</i>	<i>-</i>	<i>-</i>	<i>-</i>
Wood Deck, Material & thickness	<i>56</i>	<i>10</i>	<i>56</i>	<i>10</i>	<i>-</i>	<i>-</i>
Main Deck Stringer Plate, breadth & thickness	<i>3 1/2 x 3 1/2 x 10</i>	<i>-</i>	<i>3 1/2 x 3 1/2 x 10</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles on ditto, No.	<i>Deck plating increased 1/20</i>	<i>-</i>	<i>Deck plating increased 1/20</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates, outside Hatchways	<i>full</i>	<i>-</i>	<i>full</i>	<i>-</i>	<i>-</i>	<i>-</i>
Diagonal Tie Plates, No. of pr.	<i>7-6</i>	<i>-</i>	<i>7-6</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, * Iron or Steel, for Ing.	<i>7-6</i>	<i>-</i>	<i>7-6</i>	<i>-</i>	<i>-</i>	<i>-</i>
Wood Deck, Material & thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Lower Deck Stringer Plates, br'dth & thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles on ditto, No.	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates, outside Hatchways	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, * Material and thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Hold, or Orlop Stringer Plate, br'dth & thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Angles on ditto, No.	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates, outside Hatchways	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, * Material and thickness	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Poop Deck Stringer Plate, breadth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>	<i>-</i>	<i>-</i>
Angles on ditto	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, Material and thickness	<i>Steel</i>	<i>5/16</i>	<i>Steel</i>	<i>5/16</i>	<i>-</i>	<i>-</i>
Bridge Deck Stringer Plate, br'dth & thickness	<i>54</i>	<i>9</i>	<i>54</i>	<i>9</i>	<i>-</i>	<i>-</i>
Angle on ditto	<i>3 1/2 x 3 x 9</i>	<i>-</i>	<i>3 1/2 x 3 x 9</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates	<i>3 1/2 x 3 x 9</i>	<i>-</i>	<i>3 1/2 x 3 x 9</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, Material and thickness	<i>Steel</i>	<i>5/16</i>	<i>Steel</i>	<i>5/16</i>	<i>-</i>	<i>-</i>
Forecastle Deck Stringer Plate, br'dth & thickness	<i>30</i>	<i>7</i>	<i>30</i>	<i>7</i>	<i>-</i>	<i>-</i>
Angle on ditto	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>-</i>	<i>-</i>
Tie Plates	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>3 1/2 x 3 x 7</i>	<i>-</i>	<i>-</i>	<i>-</i>
Deck, Material and thickness	<i>Steel</i>	<i>5/16</i>	<i>Steel</i>	<i>5/16</i>	<i>-</i>	<i>-</i>

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

	Vessel.	Rule.	Horizontal.	Vertical.	Horizontal.	Vertical.
			Inches.	Inches.	Inches.	Inches.
W. T. BULKHEADS	6	6	7x3 1/2 x 11	5x3 1/2 x 8	48	30
PARTITION "	-	-	-	-	-	-
LONGITUDINAL "	-	-	-	-	-	-

