

IRON OR STEEL SHIP.

(Received at London Office, 3 Oct 89)

MON 21 OCT 1889

No. **2620** Survey held at **Belfast** Date of writing Report **October 16th 1889** Port of **Belfast** Date, First Survey **August 16th 1889** Last Survey **October 16th 1889**

On the **Screw Steamer Ameer** Rig **Chimney** Master **W. Ellery**

TONNAGE under Tonnage Deck **3920.87**
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. **-**
 Total under Upper Dk. **-**
 Do. of Poop **26.75**
 Do. of Raised Qr. Dk. or Break **-**
 Do. of Bridge House **-**
 Do. of Houses on Deck **52.22**
 Do. of excess of Hatchways **7.73**
 Do. of Forecastle **6.91**
Gross Tonnage **4014.40**
 Less Crew Space **88.84**
Net Tonnage **3925.56**
 Less Engine Room Register Tonnage as cut on Beam **1284.63**
Net Tonnage **2640.93**

ONE OR TWO DECKED, THREE DECKED VESSEL,
~~**SPAR OR AWNING DECKED VESSEL.**~~
 Half Breadth (moulded) **22.5**
 Depth from upper part of Keel to top of Upper Deck Beams **32**
 Girth of Half Midship Frame (as per Rule) **50**
 1st Number **104.5**
 1st Number, if a 3-Decked Vessel .. deduct 7 feet **97.5**
 Length **362.16**
 2nd Number **3880**
 Proportions— Breadths to Length .. **8.0**
 Depth to Length— Upper Deck to Keel .. **12.4**
 Main Deck ditto .. **16.39**

Built at **Belfast**
 When built **1886** Launched **Aug 24th**
 By whom built **Harland & Wolff Ltd.**
 Owners **C. & J. Brockbank**
 Managers **-**
 Residence **Liverpool**
 Port belonging to **Liverpool**
 Destined Voyage **Calcutta via Liverpool**
 If Surveyed while Building, Afloat, or in Dry Dock. **Specially surveyed while Building**

LENGTH Deck as per Rule **398.16** BREADTH— Moulded **45** DEPTH top of Floors to Upper Deck Beams **20.29** Do. do. Main Deck Beams **20.34** Power of Engines **320** No. of Decks with flat laid **Two** No. of Tiers of Beams **Three**

Dimensions of Ship per Register, length, **400.6** breadth, **45.2** depth, **20.1** Moulded depth **31.4 1/2**

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL , depth and thickness <i>Side bars</i>	9 1/2 x 1 1/2	9 x 1 1/2		9 1/2 x 1 1/2	9 x 1 1/2
STERN , moulding and thickness	9 1/2 x 3 1/2	9 1/2 x 3 1/2		9 1/2 x 3 1/2	9 1/2 x 3 1/2
STERN-POST for Rudder do. do.	11 x 4 1/2	11 x 4 1/2		11 x 4 1/2	11 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24		24	24
FRAMES , Angle Iron, for 1/2 length amidships	5 1/2 x 3 1/2	5 1/2 x 3 1/2		5 1/2 x 3 1/2	5 1/2 x 3 1/2
Do. for 1/4 at each end	5 1/2 x 3 1/2	5 1/2 x 3 1/2		5 1/2 x 3 1/2	5 1/2 x 3 1/2
REVERSED FRAMES , Angle Iron	4 x 3 1/2	4 x 3 1/2		4 x 3 1/2	4 x 3 1/2
FLOORS , depth and thickness of Floor Plate	4 1/2 x 8	4 1/2 x 8		4 1/2 x 8	4 1/2 x 8
Thickness at the ends of vessel	4 1/2 x 8	4 1/2 x 8		4 1/2 x 8	4 1/2 x 8
Depth at 1/2 the half-bdth. as per Rule	7 1/4	7 1/4		7 1/4	7 1/4
Height extended at the Bilges	7 1/4	7 1/4		7 1/4	7 1/4
BEAMS , Upper, <i>Spar or Awning Deck</i>	10 1/2 x 9	9 1/2 x 9		10 1/2 x 9	9 1/2 x 9
Single or double Angle Iron on Upper edge	40	40		40	40
Average space	40	40		40	40
BEAMS , Main, or Middle Deck	11 1/2 x 10	11 1/2 x 10		11 1/2 x 10	11 1/2 x 10
Single or double Angle Iron on Upper Edge	40	40		40	40
Average space	40	40		40	40
BEAMS , Lower Deck	as per sketch	13 x 8		as per sketch	13 x 8
Single or double Angle Iron on Upper Edge	20 feet	20 feet		20 feet	20 feet
Average space	20 feet	20 feet		20 feet	20 feet
BEAMS , Hold, or Orlop					
Single or double Angle Iron on Upper Edge					
Average space					
KEELSONS Centre line, single or double plate	5 1/2	11	5 1/2	10	
" Rider Plate	10	10		10	
" Bulb Plate to Intercostal Keelson					
" Angle Iron	4	4	9	4	4
" Double Angle Iron Side Keelson					
" Side Intercostal Plate					
" do. Angle Iron	3 1/2	3 1/2	8	3 1/2	3 1/2
" Attached to outside plating with angle iron	3 1/2	3 1/2	8	3 1/2	3 1/2
BILGE Angle Iron	4	4	10	4	4
" do. Bulb Iron					
" do. Intercostal plates riveted to margin plating for entire length			10		8
BILGE STRINGER Angle Iron	6 1/2	4 1/2	10	6 1/2	4 1/2
Intercostal plates riveted to plating for entire length			9		9
SIDE STRINGER Angle Iron	6 1/2	4 1/2	10	6 1/2	4 1/2

The **FRAMES** extend in one length from *margin plate* to *margin plate* and thence to *gunwale*. Riveted through plates with **1** in. Rivets, about **6** apart.

The **REVERSED ANGLE** frames on floors and frames extend from middle line to *margin plate* thence to *gunwale* on *margin plate* and to *gunwale* on *margin plate*.

KEELSONS. Are the various lengths of Plates and Angles properly connected? **yes** And butts properly shifted? **yes**

PLATING. Garboard, double riveted to Keel, with rivets **1 1/4** in. diameter, averaging **4 1/4** ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets **1** in. diameter, averaging **4** ins. from centre to centre.

Butts from keel to turn of Bilge, worked clencher, double riveted, with rivets **1** in. diameter averaging **3 1/2** ins. from centre to centre.

Butts of All Strakes at Bilge for lapped length, treble riveted, with rivets **1** in. diameter averaging **3 1/2** ins. from centre to centre.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets **1** in. diameter averaging **4** ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clencher, double riveted, with rivets **1** 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 entire length amidships. Butts of Upper Sheerstrake, treble riveted.

Butts of Main Stringer Plate, treble riveted for entire length amidships. Butts of Upper Stringer Plate, treble riveted for entire length amidships.

Breadth of laps of plating in double riveting **6 1/4** Breadth of laps of plating in single riveting **6 1/4** (and quadruple riveted for half length).

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted **double** No. of Breasthooks, **4** Crutches, **3** Diagonal.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Simon Martin Steel.**

Manufacturer's name or trade mark **James & Co. Steel Co. of Scotland; Beam & Co. Steel Co. of Scotland; Call. Bolton; Rapidmax; Colville Clydebridge & Steel Co. of Scotland; Stringer Clydebridge & Steel Co. of Scotland; Deeks & Co. Steel Co. of Scotland; James & Co. Steel Co. of Scotland.**

The above is a correct description. **Yes**

Builder's Signature, **Harland & Wolff** Surveyor's Signature, **James Curpin**

Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses— as distinguished from distinguished thickness at ends of vessel.

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

Form No. 1 for Iron or Steel Ships—1000—2/4/89—Transfer (Ink.)

Workmanship. Are the butts of plating planed or otherwise fitted? *mostly lapped, planed where butted.*
 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? *very few.*

Masts, ~~Bowsprit~~ Yards, &c., are *all* 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~~ *Rigged with four masts as auxiliary to steam power.*
Main and Main masts 120-38 120-28 diam. 3 plates in the round, 13/32 to 1/2, and 3 angles 1/2-3-7/8.
Mizen Mast - 93-0 - x 24 - 3 - - - - - 1/2 to 5/32 - - 3 - - 4-3-9/16.
Jigger - 98-6 - x 23 - - 3 - - - - - 1/2 to 5/32 - - 3 - - 3 1/2-3-9/16.

As previously approved: all plates tested at the steel works; and all masts doubled at Partners, Threlkeld.

Number for Equipment	CABLES, &c.		Tons	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.	Weight Ex. Stock.	Test per Certificate	Wt req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate	Fathoms.								
Letter for do. <i>43892</i>	14724	149 1/2	27 1/2	120 1/2	300-216 Aug 26. 89	26003	43-1-26	38-2-0-0	43	Aug 13. 89
N	14718	150 1/2	-	120 1/2	- - - - -	25973	43-2-24	38-8-3-0	43	- - - - -
SAILS.	<i>Made by Hingley & Sons tested at Hetherington by S. G. Lewis 90-1-28 Superintendent</i>									
Fore Sails,	Iron Steam Chain or Steel Wire	90	4 3/4	47 tons	4 3/4 S.W. Sep. 13. 89	26091	43-1-0	38-1-1-0	43	- - - - -
Fore Top Sails,	Hempen Str'm Cable	120	4 3/4	- - - - -	120-14 - - - - -	26097	43-1-0	38-1-1-0	43	- - - - -
Fore Topmast Stay Sails,	TOWLINE—Hemp or Steel Wire	120	3	18 - - -	13-11 - - - - -	Collector Weights	107-1-7	165 1/2	- - - - -	- - - - -
Main Sails,	Hawser	90	12	- - - - -	90-12 - - - - -	Stream	26104	14-0-2 1/2	15-14-2-21	14
Main Top Sails, and quality	Warp	90	12	- - - - -	90-12 - - - - -	Kedge	26096	7-1-2 1/2	9-13-3-0	4
<i>Good</i>						2nd	26095	3-3-1/2	6-5-1-7	3 1/2

Standing and Running Rigging *twice hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *two* other boats.

The Windlass is *Patent Steam & good* Capstan *good* and Rudder *good* Pumps *good*.

Engine Room Skylights.—How constructed? *of plates and angles* How secured in ordinary weather? *with screw bolts & nuts.*

What arrangements for deadlights in bad weather? *Solid top with bulls' eyes*

Coal Bunker Openings.—How constructed? *plates & angles* How are lids secured? *with hatch bars* Height above deck? *9' above Top of Deck*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 scupper ports 3-0-2-4, 4-2-0-1-0, 3 scupper and 2 mousing pipes forward; 2 scupper ports 3-0-2-4, 2-3-0-1-0, 5 scuppers & 2 mousing pipes aft each side.*

Cargo Hatchways.—How formed? *of plates and angles* Hatches, if strong and efficient? *yes, 3 solid.*

State size Main Hatch *219-0 x 14-0 Nos. 10-0 x 11 Fore hatch Nos. 1-13-6-11, 2-4-13-6-11 Quarter hatch Nos. 10-6-10, 11-6-13-6-11.*

If of extraordinary size, state how framed and secured... *1 shifting beam and 1 fore doper in Nos. 1, 3, 4, 5 & 6 hatchways, and 1 luff plate, and 3 fore and afters in No. 2.* What arrangement for shifting beams?

Order for Special Survey No. *220* Date *April 21-1889*
 Order for Ordinary Survey No. *218* Date *in builder's yard.*

State dates of letters respecting this case *March 15, April 5, 1889. April 9, May 7, 1889.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the enclosed approved tracings of midship and longitudinal sections, elevation in E. & W. space, upper deck and middle deck plan in way of stowage; the requirements contained in the memorandum which accompanied the first entry report No. 3594, have been carried out, viz—*

- The beams of the several decks are supported by double rows of pillars.
- The Bridge side plating, and the sheer strake at the ends of bridge have been increased in thickness.
- The strake of deck plating adjacent to the hatchways has been increased in thickness.
- The arrangement of stowage beams and web frames in E. & W. space, as approved, has been carried out, and the parting arrangements are satisfactory.

The Secretary's letters, dated as above have been complied with, and the Rules in other respects, including the Committee's Circulars on Steel, have been adhered to; she is built to the *3rd* Rule, having a Forecastle 42 feet, a Bridge 88 feet, and a Poop 41 feet long; a double bottom constructed on the Cellular system 316 feet long, with water capacity for 827 tons, and an after peak tank holding 50 tons, all tested as required by the Rules; she is a great deal stronger than required by the Rules in many parts. The materials used in her construction, and the workmanship are very good.

How are the surfaces preserved from oxidation? Inside *Portland Cement & paint* Outside *paint*

Particulars for Record in R.B.—Length of Poop *41* ft., R.Q.D. *-* ft., Bridge Dk., *88* ft., F'castle *42* ft.; No. of Dks. (excluding spar, awn., &c.) *two*

Material of dks. *steel sheathed with wood* If spar, awn. dk., &c. *-* Material of spar, awn. dk., &c. *-*; No. of tiers of beams (with and without dks. laid) *three*

Official No. *96370* Signal Letters *-* *double bottom, &c. particulars on separate form.*

I am of opinion this Vessel should be Classed *+ 100 A 1 Steel 2 Dks. 1 Iron & 1 Steel. 3rd Rule*

The amount of the Entry Fee *£ 5* is received by me, *J. D. James Currier*

Special *£ 25* *7* 19.10.1889

(to be sent as per margin). Certificate *Plates* : : : : : Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 22 OCT 1889* It is submitted that this vessel appears eligible to be

Character assigned *100 A 1 Steel* *2 Dks. 1 Iron & 1 Steel 3rd Rule* *Classed 100 A 1 (Steel) as recommended*

L.A.S.P. HULL CERTIFICATE *10/1889* *Record Forward* *all dets. particulars appended.*