

No. 110 Survey held at Appledore Date, first Survey Dec 2 3rd 1870 Last Survey Oct 30 1871
on the Barque Amulet Master Remy
Tonnage under Tonnage Deck 206.58 Built at Appledore When built 1871 Launched Oct 14
Ditto of Spar Deck, or Awning Deck
Ditto of Poop, or Raised Qr. Dk. 23.37
Ditto of Houses on Deck 10.47
Ditto of Forecastle
Gross Tonnage 270.72 By whom built E. Cook Owners John Pitchburn
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Port belonging to London Destined Voyage Antioch
If Surveyed while Building, Afloat, or in Dry Dock Throughout build under Special Survey

Length as per section 39	Feet. 118.55	Inches. 5	Extreme Breadth Outside	Feet. 25.6	Inches.	Depth of Hold	Feet. 11.2	Inches. 11	Number of Decks	one
Length of Keel	118.55									
Scantlings of Timber.										
Timber and Space	2 1/2		20			Outside Plank.				
Doors	10 11		9 1/2 9 1/2			Garboard Strakes	3 1/4	3	Dimensions of Ship per Register,	
Footherhooks	8 9		8 1/2 8 1/2			Garboard to Bilge	3 1/4	3		
Ditto	7 3/8		7 1/2 7 1/2			Bilge Planks	4 1/2 5 1/2 4 1/2	3	length	breadth
Ditto	7 3/8		7 1/2 7 1/2			Bilge to Wales	3 1/4	3	depth	
Top Timbers	16 3/4 6 1/2		6 7 7 5			Wales	4 1/2 4 1/2 4 1/2	3 1/4	Inside Plank.	
Deck	N° 24	Average Space	4 feet 9 9 1/2 7 1/2			Topsides	3 1/4	3 1/4		
Beams						Sheer Strakes	3 1/4	3 1/4	Limber Strakes	4 1/2 3 1/4
Deck Beams, length amidships	32 7/8		5 1/4 5 1/4 5 1/4			Plank Sheers	3	3	Bilge Planks	4 1/2 3 1/2 3 1/4
Hold	N°	Average Space				Water Upper Deck	9 1/2 12 8		Ceiling in Flat	2 1/2 2 1/2
Beams						Ways Lower Deck	7 x 5 8 x 4 3/4		Ditto Bilge to Clamp	2 1/2 2 1/2
Hold Beams, length amidships						Ditto, faying surface against Timbers	5 5		Hold Beam Clamps	3 4 3 1/2
Keel						Upper Deck	3 3		Deck Beam Ditto	10 x 6 x 4 3 1/2
Scarpings of Ditto									Ceiling 'twixt Decks	2 1/2 2 1/2
Keelsons	Rider 13 x 9 1/2 9 1/2 13		12 1/4 12 1/4						Hold Beam Shelves	
Scarpings of Ditto									Deck Beam Ditto	12 x 7 x 5

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam	Copper or Y.M. in Ship.	Iron in Ship.
Scarpings of Keel, N°	1 1/8	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	1 1/8	Bolts in	1 1/8	1 1/8
Keelson Bolts through Keel	1	1	1	Thro' Bilge and Limber Strakes	3/4	3/4	3/4	Deck Beam	3/4	3/4
at each Floor				Thickstuff over Double Floors	3/4	3/4	3/4	Bolts in	3/4	3/4
Bolts thro' Heels of Timbers	3/4	3/4	3/4	Butt End Bolts	3/4	3/4	3/4	Nails or Bolts in Flat of Deck	3/4	3/4
against Deadwood				Short Bolts in Ceiling	3/8	3/8	3/8	Treenails	3/4	3/4
Frame Bolts				Pintles of the Rudder	3/8	3/8	3/8			

Timbering.—The Space between the Floor Timbers and Lower Footerhooks is 13 1/4 Inches. The Space between the Top-Timbers is 4 Inches.
The Floors consist of English Oak
The Second Footerhooks of English Oak
The Main Keelson is English Oak and free from all defects.
The Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak
Deadwood, of English Oak and ditto.
The Stem, and Stern Post of English Oak ditto.
The Deck and Hold Beams of English Oak
The Breasthooks of Iron
The Knees of Iron The Keel of English Oak
The Main piece of Rudder of English Oak of Windlass of English Oak
The Shifts of the First and Second Footerhooks are not less than 1 1/2
N.B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are sufficient
The Frame is well squared from First Footerhook Heads upwards, and free from sap, and from thence downwards, the frame is the same
The Frames are bolted together to the Gunwale.
N.B. If not, state how bolted all are framed
The Butts of the Timbers are close together; their thickness not less than 3 1/2 of the entire moulding at that place.
The Frame is well chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English Oak
or to the First Footerhook Heads }
From the above named Height to the Light Water Mark Pitch Pine
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes Pitch Pine
The Topsides & Sheer-strakes English Oak
The Spirketting and Plank-sheers English Oak
The Water-ways { Upper Deck Pitch Pine
Lower Deck English Oak
The Decks Yellow Pine State of good
The Shifts of the Planking are not less than 6 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.
The Planking is wrought 2 strakes between, and without step-buttting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine
Shelf Pieces and Clamps Pitch Pine
Fastenings.—To Hold Beams

Deck Beams dovelled to a substantial shelf 12 x 7 x 5, iron bolted and secured in the
10 pairs hanging ditto 10 pairs iron riders, lathe floor
both in the floors, the upper & clench
Number of Breasthooks 4 Pointers Two, iron Crutches Two, iron
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made well made
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given.
Builder's Signature Alfred Cook Surveyor's Signature John Pitchburn

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

N ^o	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	210	1 1/2	22.15	12 1/2	22 1/4	Bowers	3	10.0.2	12.3.2.0	10.0.0	12.0.0
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	M. B. Head Sup.				12 1/4	(State Machine where Tested, and name of Superintendent).	3	10.0.7	12.1.1.0	10.0.0	12.0.0
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	7		7 1/2		Stream	1	4.3.2		4.3.0	
1	Main Sails,	Hawser	90	5				Kedges	2	1.1.10		1.1.0	
2	Main Top Sails,	Towlines	75	4									
and a complete set of rigging		Warp	60	3 1/2									
		All of good quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and a dory.

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? Coming from Head to Stbd State size 4' 6" x 8'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? good Main Hatchways.—State size 9' 1/2 x 6'

Order for Special Survey,
No. _____ Date _____

Order for Ordinary Survey,
No. _____ Date _____

DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed Feb 23, 1871
2nd. When the Beams are put in, &c. Aug 25, 1
3rd. { When completed, and before the plank be painted or payed } Sep 24

General Remarks.

This Ship has a very good frame of English Oak, well squared & hooked, a substantial hull on and sides ditto, of green heart and English oak, the topsides, Sheerstrakes & Plankstreaks, are of English oak and green heart the upper deck Beams, are English oak, and the Shelf, green heart, and english oak, the remainder of the planking is - Pitch pine and Spruce, and exceeds in thickness the requirements. The fastenings externally from the lower part of the Hull upwards to the midships both of hold, below the upper side of the upper deck and parallel thereto, forward & aft are iron bolts and yellow bolts, and above & inside, including the Chain & Sheerstrake Bolts, of galvanized iron. The Frame deadwood and hulls are fitted as per rules Sec 37, but not the upper deck Beams, - I am therefore of opinion that she is eligible to Classed, recommended below. -

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow metal when last done now done

I am of opinion this Vessel should be Classed 12 Years A.S.

The Amount of the Entry Fee.....£ 3 : : is received by me,

Travelling Expenses. Special.....£ 13 : 11 : Exp 3, 18. 6

(if any) £ Certificate.... : : :

Committee's Minute 3rd Nov 71 18

Character assigned A 1 for 12 Years



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