

IRON SHIP.

No. 5391 Survey held at Paisley
On the Screw Steamer 'Amitie'Date, First Survey 14th October 1881 Last Survey 23rd May 1881 1881
Master Jno CourponTONNAGE under
Tonnage Deck 526.99
Ditto of Third Spar, 21.25
Ditto of Poop, 21.13
Raised Qr. Dk. 89.53
Ditto of Houses 1.95
on Deck 16.29
Ditto of Forecastle 10.15
Gross Tonnage 695.29
Less Crew Space 39.57
Infer 664.57
Less Engine Room 222.49
Register Tonnage 442.23
as cut on BeamONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 15.0 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 14.54
GIRTH of Half Midship Frame (as per Rule) 26.9
1st NUMBER 56.44
2nd NUMBER 10102.7
LENGTH 179.0
2nd NUMBER 10102.7
PROPORTIONS—Breadths to Length 5.96
Depths to Length—Upper Deck to Keel 12.37
Main Deck ditto 12.37Built at Merksworth Paisley
When built 1881 Launched 14th April
By whom built H. M. Intyre & Co
Owners Cause & Co
Port belonging to Bayonne
Destined Voyage Cy Bayonne
Surveyed while Building, Afloat, or in Dry Dock.LENGTH on deck as per Rule 179 Feet. Inches. BREADTH—Moulded... 30 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 13 Feet. Inches. Do. do. Main Deck Beams... 21 Feet. Inches. Power of Engines 85 Horse. N° of Decks with flat laid 1 N° of Tiers of Beams 1Dimensions of Ship per Register, length, 180.2 breadth, 30.05 depth, 13KEEL, depth and thickness 7 1/2 x 2 1/2 Inches in Ship. Inches per Rule.
STEM, moulding and thickness... 6 1/2 x 2 1/2 Inches in Ship. Inches per Rule.
STERN-POST for Rudder do. do. 6 1/2 x 4 1/2 Inches in Ship. Inches per Rule.
" " for Propeller 6 1/2 x 4 1/2 Inches in Ship. Inches per Rule.
Distance of Frames from moulding edge to moulding edge, all fore and aft 22 Inches in Ship. Inches per Rule.
FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 Inches in Ship. Inches per Rule.
Do. for 1/2 at each end 3 1/2 Inches in Ship. Inches per Rule.
REVERSED FRAMES, Angle Iron 3 1/2 Inches in Ship. Inches per Rule.
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 Inches in Ship. Inches per Rule.
" thickness at the ends of vessel 6 Inches in Ship. Inches per Rule.
" depth at 3/4 the half-bdth. as per Rule 22 Inches in Ship. Inches per Rule.
" height extended at the Bilges... 22 Inches in Ship. Inches per Rule.
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 Inches in Ship. Inches per Rule.
Single or double Angle Iron on Upper edge at 1/2 length 5 Inches in Ship. Inches per Rule.
Average space... each frame
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 Inches in Ship. Inches per Rule.
Single or double Angle Iron, on Upper Edge 5 Inches in Ship. Inches per Rule.
Average space... each frame
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 Inches in Ship. Inches per Rule.
Single or double Angle Iron on Upper Edge 5 Inches in Ship. Inches per Rule.
Average space... in Engine Room space
KEELSONS Centre line, single or double plate, 6 Inches in Ship. Inches per Rule.
" Rider Plate 6 Inches in Ship. Inches per Rule.
" Bulb Plate to Intercoastal Keelson 7 Inches in Ship. Inches per Rule.
" Angle Irons 4 Inches in Ship. Inches per Rule.
" Double Angle Iron Side Keelson 4 Inches in Ship. Inches per Rule.
" Side Intercoastal Plate 3 Inches in Ship. Inches per Rule.
" do. Angle Irons 3 Inches in Ship. Inches per Rule.
" Attached to outside plating with angle iron 2 1/2 Inches in Ship. Inches per Rule.
BILGE Angle Irons 4 Inches in Ship. Inches per Rule.
" do. Bulb Iron 7 Inches in Ship. Inches per Rule.
" do. Intercoastal plates riveted to plating for length
BILGE STRINGER Angle Irons 4 Inches in Ship. Inches per Rule.
Intercoastal plates riveted to plating for length
SIDE STRINGER Angle Irons 4 Inches in Ship. Inches per Rule.
Transoms, material. Knight-heads. Hawse Timbers. 12 Inches in Ship. Inches per Rule.
Windlass Iron Pall Bitt IronFlat Keel Plates, breadth and thickness... 32 Inches in Ship. Inches per Rule.
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 32 Inches in Ship. Inches per Rule.
" of doubling at Bilge, or increased thickness, and length applied 930 Inches in Ship. Inches per Rule.
" fm up. part of Bilge to l. edge of Sh'rstrake. 33 Inches in Ship. Inches per Rule.
" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. 33 Inches in Ship. Inches per Rule.
" Up. or Spar Dk Sh'rstrake, brdth & thickness 33 Inches in Ship. Inches per Rule.
Butt Straps to outside plating, breadth & thickness 16 1/2 Inches in Ship. Inches per Rule.
Lengths of Plating 6 frames.
Shifts of Plating, and Stringers 2 frames.
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 26 Inches in Ship. Inches per Rule.
Angle Iron on ditto 4 x 3 x 6 Inches in Ship. Inches per Rule.
Tie Plates fore and aft, outside Hatchways Iron inches.
Diagonal Tie Plates on Beams No. of Pairs Iron inches.
Planksheer material and scantling 5 inches.
Waterways do. do. Iron inches.
Flat of Upper Deck do. do. Iron inches.
How fastened to Beams Iron inches.
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 26 Inches in Ship. Inches per Rule.
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 1 4 x 3 x 6 Inches in Ship. Inches per Rule.
Tie Plates, outside Hatchways Iron inches.
Diagonal Tie Plates on Beams, No. of pairs Iron inches.
Waterways materials and scantlings 5 inches.
Flat of Middle Deck do. do. Iron inches.
How fastened to Beams Iron inches.
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams Iron inches.
Is the Stringer Plate attached to the outside plating? Yes
Angle Irons on ditto, No. 4 3 1/2 x 3 1/2 Inches in Ship. Inches per Rule.
Stringer or Tie Plates, outside Hatchways Iron inches.
Flat of Lower Deck Iron inches.
Ceiling betwixt Decks, thickness and material Iron inches.
" in hold do. do. Iron inches.
Main piece of Rudder, diameter at head 4 1/2 Inches in Ship. Inches per Rule.
do. at heel 2 1/2 Inches in Ship. Inches per Rule.
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 4 Thickness of 5 inches.
" Height up Main & 2nd decks after one corner at the beam
" How secured to sides of ship Double frames
" Size of Vertical Angle Irons 3 x 2 1/2 and distance apart 30 ins.
" Are the outside Plates doubled two spaces of Frames in length? YesThe FRAMES extend in one length from Keel to Deck Stringers Riveted through plates with 3/4 in. Rivets, about 6 apart.The REVERSED ANGLE IRONS on floors and frames extend from middle line to above hold stringer and to Deck stringers alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? YesPLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 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 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 two Strakes at Bilge for half length, treble riveted with Butt Straps 3/16 thicker than the plates they connect." 2 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 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." Lower Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted." Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships." Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length." Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Part treble the rest doubleWaterway, how secured to Beams (Explain by Sketch if necessary.)Beams of the various Decks, how secured to the sides? Fixed knee ends No. of Breasthooks, 4 Crutches, 3What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Coats Jorman Long & CoManufacturer's name or trade mark, Coats Henderson & Janssch Stockholm Imp. & Co.

The above is a correct description.

Builder's Signature, H. M. Intyre & Co Surveyor's Signature, (Signature)

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

GLS145-0432

5391. gls

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *No*
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? *A few at corners of butts*

Masts, Bowsprit, Yards, &c., are *Iron* 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

Two fore masts of pitch pine

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.													
N ^o .	CABLES, &c.						Bower Anchors						
	Chain	105	1 1/4	42.125	210 1 1/4	LPHQ	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	172	13.2.27	15.0.14	13 1/2	LPHQ H ² 2	
	Fore Sails,	105	2	2	101. 102	H ² 2		173	13.2.0	15.3.3.0	13 1/2	"	
	Fore Top Sails,	210	1 1/2	60 15/16				174	11.2.10	13.11.1.0	11 1/2	"	
	Fore Topmast Stay Sails,	60	3/4	15.0	107	LPHQ H ² 2					8.0 1/2		
	Hmpn Strm Cbl	75	9 1/2	75	0 1/2		Stream	C.	175	4.3.12	7.3.0.0	4 3/4	"
	Hawser ...	90	7	90	6 1/2		Kedge	"	176	2.2.0	5.0.0.0	2 1/2	"
	Main Sails,						Ditto	...	1.1.0		1 1/2		
	Main Top Sails,												
	and quality	good											

Standing and Running Rigging *Five Hemp* sufficient in size and *good* in quality. She has *1* Long Boat and *2* others

The Windlass is *Iron Patent* Capstan *—* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Iron Conings on R.D.* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *Bullseyes in top*

Coal Bunker Openings. How constructed? *Side hatches 3.4x2.4* How are lids secured? *Wood hatches* Height above deck? *15 inches*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *4 ports 4 scuppers and 2 morning boxes on each side*

Cargo Hatchways. How formed? *Iron Conings*

State size Main Hatch *20' x 10' 1"* Forehatch *11' x 0* Quarterhatch *14' 9" x 10'*

If of extraordinary size, state how framed and secured? *2 deep plate beams in main hatchway*

What arrangement for shifting beams? *Shifting beam in quarter hatch*

Hatches, If strong and efficient? *Solid hatches*

Order for Special Survey No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	Oct 14. 18. 20. 22. 26. 29 Nov 1. 4. 11. 13. 18. 22
Date		2nd. On the plating during the process of riveting	23. 29 Dec. 2. 6. 13. 16. 20. 23. 27. 30 31 1880
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid ...	Jan 10. 13. 18. 20. 24. 28. 31 Feb 7. 10. 14. 24. 28
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...	Mar 3. 7. 10. 14. 17. 21. 24. 29. 31 Apr 5. 8. 12. 18
No. <i>72</i> in builder's yard.		5th. After the ship was launched and equipped	21. 28. May 2. 3. 9. 12 23. 1881

General Remarks (State quality of workmanship, &c.)

This is a sister vessel to 'Warkworth Harbor' (Glasgow Report No 5756) with the exception that the after peak is not fitted for Water ballast. The Workmanship is good altho rough in finish. She is fitted with Water ballast of the capacity given below in fore peak. Engine and boiler space and after hold. These compartments were tested in accordance with the rules, partly before and partly after the vessel was launched. There are 2 Web frames on each side in the after hold in lieu of hard beams as per sketch approved -

Erection's above main deck

Foregallant Forecastle 21 feet

Bridge before break 11 "

Raised quarter deck 63. 3/4

Poop 22

Water ballast - Tons. Length

Forepeak 30. "

Under engine holds 73. 33.0

" After hold 50 36.6

Total Tons - 153.

State if one, two, or three decked vessel, or if spar, or arwing decked; and the lengths of poop, forecstle, 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 : : : is received by me, *Mar 1881*

Special ... £ 33 : 5 : : 28/5/1871

Certificate ... : : : :

(Travelling Expenses, if any, £ 5. 5/6.)

Committee's Minute Tuesday, May, 31st 1881.

Character assigned *100 A 1*

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

This vessel is built in accordance

the approved drawings and the

appears eligible to be classed

as A. 1

Foundation