

IRON SHIP.

No. 5391 Survey held at Paisley Date, First Survey 14th October 1871 Last Survey 23rd May 1871
On the Screw Steamer "Amitie" Master Jno Courpon

TONNAGE under Tonnage Deck 526.99
Ditto of Third Spar, or Flying Jib 21.25
Ditto of Poop, or Raised Qr. Dk. 21.13
Ditto of Houses on Deck 16.95
Ditto of Forecastle 10.15
Gross Tonnage 605.29
Less Crew Space 30.57
net 574.72
Less Engine Room 222.49
Register Tonnage as cut on Beam 442.23

ONE, 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
PROPORTIONS—Breaths to Length 3.96
Depths to Length—Upper Deck to Keel 12.37
Main Deck ditto 12.37

Built at Merksworth Paisley
When built 1871 Launched 14th April
By whom built H. M. Intyre & Co
Owners Causez
Port belonging to Bayonne
Destined Voyage By Bayonne
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 179 Feet. **BREADTH** Moulded 30 Feet. **DEPTH** top of Floors to Upper Deck Beams 13 Feet. **Power of Engines** 85 Horse. **N^o. of Decks with flat laid** 1
N^o. of Tiers of Beams 1

	Inches in Ship	16ths in Ship	Inches per Rule	16ths per Rule		Inches in Ship	16ths in Ship	Inches per Rule	16ths per Rule
KEEL , depth and thickness	<u>7 1/2 x 2 1/2</u>		<u>7 1/2 x 2 1/2</u>		FLAT KEEL PLATES , breadth and thickness	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
STEM , moulding and thickness	<u>6 1/2 x 2 1/2</u>		<u>6 1/2 x 2 1/2</u>		PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
STERN-POST for Rudder do. do.	<u>6 3/4 x 4 1/2</u>		<u>6 3/4 x 4 1/2</u>		" of doubling at Bilge, or increased thickness, and length applied	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
" " for Propeller	<u>6 3/4 x 4 1/2</u>		<u>6 3/4 x 4 1/2</u>		" fm up. part of Bilge to lr. edge of Sh'rstrake.	<u>32</u>	<u>9</u>	<u>32</u>	<u>9</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>		<u>22</u>		" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	<u>33</u>	<u>12</u>	<u>33</u>	<u>12</u>
FRAMES , Angle Iron, for 2/3 length amidships	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>	<u>3 1/2</u>	<u>3</u>	<u>6</u>
Do. for 1/3 at each end									
REVERSED FRAMES , Angle Iron	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>3</u>	<u>2 1/2</u>	<u>3</u>	<u>3</u>	<u>2 1/2</u>	<u>3</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>16</u>		<u>16</u>		<u>16</u>		<u>16</u>		<u>16</u>
" thickness at the ends of vessel	<u>6</u>		<u>6</u>		<u>6</u>		<u>6</u>		<u>6</u>
" depth at 3/4 the half-bdth. as per Rule	<u>as per section</u>		<u>as per section</u>		<u>as per section</u>		<u>as per section</u>		<u>as per section</u>
" height extended at the Bilges									
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>
Single or double Angle Iron on Upper edge at Hatchways	<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>
Average space... each frame									
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>
Single or double Angle Iron, on Upper Edge	<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>
Average space... each frame									
BEAMS , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>7</u>
Single or double Angle Iron on Upper Edge	<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>
Average space... in Engine Room & Orlop space									
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates			<u>6</u>		<u>6</u>				
" Rider Plate									
" Bulb Plate to Intercostal Keelson	<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>
" Angle Irons	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>
" Double Angle Iron Side Keelson									
" Side Intercostal Plate			<u>3</u>		<u>3</u>				
" do. Angle Irons									
" Attached to outside plating with angle iron	<u>2 1/2</u>	<u>2 1/2</u>	<u>3</u>						
BILGE Angle Irons	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>
" do. Bulb Iron	<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>		<u>7</u>
" do. Intercostal plates riveted to plating for length									
BILGE STRINGER Angle Irons	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>
Intercostal plates riveted to plating for length									
SIDE STRINGER Angle Irons	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>6</u>
" Plate									
Transoms, material. Knight-heads. Hawse Timbers.	<u>Iron</u>		<u>7</u>		<u>12</u>		<u>7</u>		<u>12</u>
Windlass	<u>Iron</u>								
Pall Bitt	<u>Iron</u>								

The **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 stringers and to Deck Stringers 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 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 2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 2 length amidships.
" Butts of Main Stringer Plate, treble riveted for 2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 2 length.
" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Part treble, the rest double
Waterway, how secured to Beams (Explain by Sketch if necessary.)
Beams of the various Decks, how secured to the sides? Fixed Keel ends No. of Breasthooks, 4 Crutches, 3
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Coats
Manufacturer's name or trade mark, Coats, Henderson & Janssch, Stockton Ind. 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.

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.												
CABLES, &c.												
N ^o .	Chain	105	1 1/4	42.125 20.125	210 1/4	L.P.H.	Bower Anchors	172	13.2.27	15.0.14	13 1/2	L.P.H.
	Fore Sails,	105			No. 101. 102	W. Fraser	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	173	13.2.0.15	3.3.0	13 1/2	"
	Fore Top Sails,	210			60 15/16			174	11.2.10	13.11.10	11 1/2	"
	Fore Topmast Stay Sails,	60	3/8	15.0 7.9	No. 107	L.P.H. & W.F.					10 1/2	"
	Main Sails,	75	9/2		75-0 1/2		Stream	175	4.3.12	7.3.0.0	4 3/4	"
	Main Top Sails, and	90	7		90 6 1/2		Kedge	176	2.2.0	5-0.0.0	2 1/2	"
	quality	4	4		4		Ditto		1.1.0		1 1/4	"

Standing and Running Rigging *Wire & 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.P.D.* How secured in ordinary weather? *by bolts*

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 mousing*

Cargo Hatchways.—How formed? *Iron Conings*

State size Main Hatch *20' x 10' 1"* Forehatch *11' x 0* Quarterhatch *11' 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.	Date	Order for Ordinary Survey No.	Date	No.
				72

1st.	2nd.	3rd.	4th.	5th.
On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
Oct 14, 18, 20, 22, 26, 29	Nov 1, 4, 8, 11, 13, 18, 22	Jan 10, 13, 18, 20, 24, 28, 31	Feb 7, 10, 14, 24, 28	Mar 3, 7, 10, 14, 17, 21, 24, 29, 31
	Apr 5, 8, 12, 18			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 are 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	Water ballast	Tons	Length
Forepeak		30	
Under engine hold		73	33.0
After hold		50	36.6
Total Tons		153	

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, 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 A1*

The amount of the Entry Fee ... £ 5 : : : is received by me,
Special ... £ 33 : 5 : : 28/5/1871

Travelling Expenses, if any, £ 5 : 5 :

Committee's Minute

Character assigned

Tuesday, May, 31st, 1881

Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel is built in accordance with the approved drawings and the Rules appears eligible to be classed
Lloyd's Register
Foundation

The Surveyors are requested not to write on or below the space for Committee's Minute.