

38 Supp

# STEEL IRON SHIP.

(Received at London Office)

MONDAY 9 NOV 1885

No. 4786 Survey held at Glasgow Date, First Survey 18<sup>th</sup> Feb 1885 Last Survey 6<sup>th</sup> Nov 1885  
On the Steel Sailing Ship "Amida" 3 Iron masts Ship rigged.

TONNAGE under Tonnage Deck	1585.94	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Breadth of Third, or Lower Deck	12.08	Half Breadth (moulded)	19.04
Ditto of Poop, or Raised Quarter Deck	15.11	Depth from upper part of Keel to top of Upper Deck Beams	25.33
Ditto of Houses on Deck	46.79	Girth of Half Midship Frame (as per Rule)	39.00
Ditto of Forecastle	17.09.92	1st Number	83.37
Gross Tonnage	16.30	1st Number, if a 3-Decked Vessel	deduct 7 feet
Less Crew Space	1641.62	Length	250.25
Less Engine Room		2nd Number	20863
Register Tonnage as cut on Beam	1641.62	Proportions—Breadths to Length	6.57
		Depths to Length—Upper Deck to Keel	9.87
		Main Deck ditto	

Master Johnston  
Built at Glasgow  
When built 1885 Launched 7<sup>th</sup> Nov 1885  
By whom built Barclay, Curle & Co.  
Owners R. Latham  
Residence 49 Cathcart St. Glasgow  
Port belonging to Glasgow  
Destined Voyage Melbourne  
If Surveyed while Building, Afloat, or in Dry Dock.  
Built under Special Survey

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
on deck as per Rule	250	3	Moulded	38	1	top of Floors to Upper Deck Beams	23	3 1/2		2	2
Do. do. Main Deck Beams											
Dimensions of Ship per Register, length <u>261.9</u> breadth, <u>38.15</u> depth, <u>23.15</u> Moulded depth <u>24.6 1/2</u>											
KEEL, depth and thickness											
STEM, moulding and thickness											
STERN-POST for Rudder do. do.											
" " for Propeller											
Distance of Frames from moulding edge to moulding edge, all fore and aft											
FRAMES, Angle Iron, for 1/2 length amidships											
Do. for 1/2 at each end											
REVERSED FRAMES, Angle Iron											
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships											
" thickness at the ends of vessel											
" depth at 1/2 the half-bdth. as per Rule											
" height extended at the Bilges											
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge											
Average space											
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge											
Average space											
BEAMS, Lower, or Orlop Deck Single or double Angle Iron, Plate or Tee Bulb Iron											
Single or double Angle Iron on Upper edge											
Average space											
KEELSONS Centre line, single or double plate, or Intercoastal Plates											
" Rider Plate											
" Bulb Plate to Intercoastal Keelson											
" Angle Irons											
" Double Angle Iron Side Keelson											
" Side Intercoastal Plate											
" do. Angle Irons											
" Attached to outside plating with angle iron											
BILGE Angle Irons											
" do. Bulb Iron											
" do. Intercoastal plates riveted to plating for length											
BILGE STRINGER Angle Irons											
Intercoastal plates riveted to plating for length											
SIDE STRINGER Angle Irons											

The FRAMES extend in one length from amidale line to funnel Riveted through plates with 7/8 in. Rivets, about 7 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to funnel and to funnel or alternately from way of funnel  
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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.  
" Butts of Strakes at Bilge for length, treble riveted with Butt Straps 5 thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clench, double single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 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. Steel rivets in shell plating  
" 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 length amidships Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4  
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double Treble No. of Breasthooks, 6 Crutches, 6  
description of iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens's Steel  
Manufacturer's name or trade mark, Brans & Angus - Glasgow & Dalrymple  
above is a correct description. Plates - Mossman, Blackman & Dalrymple  
Signature, For Barclay, Curle & Co. Ld Surveyor's Signature, David Macdonald, Director  
Surveyor to Lloyd's Register of British and Foreign Shipping.



7186 gls

Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are 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

The masts & spars are in accordance with approved description attached hereto. The Iron has been tested in accordance with the Rules & found good. Consult brand.

NUMBER for EQUIPMENT 22254						ANCHORS.									
SAILS.			CABLES, &c.			Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprtd.
2 Sails and	N <sup>o</sup> .	Chain .....	135 1/2	1 5/16	94 1/2	270-1 5/16	3/19/85	Bower Anchors	1	37.1.4	33.19.2.0	36.2.0	13/10/85		
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	135	1 5/16	94 1/2	270-1 5/16	3/19/85	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	36.2.2	33.9.1.0	36.2.0	25/7/85		
	Fore Top Sails,	Iron Stream Chain	75	1 1/16	30 1/2	75-1 1/16	13/10/85		1	31.0.0	29.7.2.0	31.0.0	13/10/85		
	Fore Topmast Stay Sails,	<del>Steel Wire</del> .. <del>Hempen Stem</del> } Cable .....	Tested at Chertsey by R. J. Fox.						All tested at Chertsey by R. J. Fox						
	Towline, Hemp.														
	Main Sails,	<del>Steel Wire</del> ..	90	1 1/16	90-11	90-11		Stream Anchor	1	11.0.7	12.18.3.0	11.2.0	13/10/85		
	Main Top Sails,	Hawser .....	90	1 0 1/2	90-10 1/2	90-10 1/2		Kedge ...	1	5.2.18	7.19.2.0	5.2.0	23/7/85		
and	Warp .....	90	8	90-8	90-8		2nd Kedge ...	1/2	2.3.4	5.6.0.0	2.3.0	—			
quality			Good												

Standing and Running Rigging Wire Manila sufficient in size and good in quality. She has 2 Life Long Boats and 2 Others

The Windlass is for J. McVies. Foremast Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 2 brooming pipes, 4 scupper pipes, and 6 scupper ports on each side.

Cargo Hatchways.—How formed?

From Coamings

State size Main Hatch 19' 9" x 11' 1" x 19" high Fore hatch 7' 10" x 6' 5" x 19" Quarter hatch 7' 10" x 6' 5" x 19" high

If of extraordinary size, state how framed and secured?

None so.

What arrangement for shifting beams?

One with plate in main hatch

Hatches, If strong and efficient?

Yes, solid

Order for Special Survey No. 2005

Date 19 Jan 1885

Order for Ordinary Survey No.

Date

No. 337 in builder's yard.

State dates of letters respecting this case

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 1885 February 18. 20. 25. 27. March 4. 17. 20.  
2nd. On the plating during the process of riveting 26. 30. April 2. 6. 13. 16. 21. 24. May 4. 11.  
3rd. When the beams were in and fastened, and before the decks were laid 15. 19. 27. June 1. 4. 9. 17. 24. 29. July 1. 2.  
4th. When the ship was complete, and before the plating was finally coated or cemented 7. 13. 15. August 5. 10. 14. 17. 19. 21. 26. 28. 31.  
5th. After the ship was launched and equipped Sep. 2. 3. 8. 14. 23. 25. Oct. 1. 2. 7. 13. 19. 22. 27. Nov. 3. 6.

1885. Jan 22. Feb 4. 4 20. July 23

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

The workmanship is good and the vessel

has been constructed in accordance with the approved sketch of Amidship section attached hereto. The approved sketches of Spar plan & Riggings crew, with description of spars, and two forgoing reports are also attached hereto.

The forepeak has been filled with water & the bulwhead & shell plating found good. Steel rivets are used in the shell plating, but iron rivets have been used for all inside work. The butt straps of shell plating for the six strakes on each side of middle line are 1/8" thicker than the plates they connect for 1/2 length amidships, & the remainder of shell straps (with the exception of churstrake) are 1/16" thicker than the plates they connect for 1/2 length amidships. The bults required to the side strakes for this size of vessel were omitted in consequence of the small reduction made in the steel scantlings, and approved in Secretary's letter 20 Jan 1885. The bultraps of churstrake extend from frame to frame 26' 0" deck extends 4' 0" beyond. Iron bulthead & doors. Forecastle 34' 0" deck extends 4' 0" beyond Iron bulthead.

State if one, two, or three decked vessel, or if open, or running decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck (if double bottom, state particulars on separate form)

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed \*100 A. 1. Steel Iron bulthead. 2 Decks. 2 tiers of beams.

The amount of the Entry Fee £ 4 : - : - is received by me,

Special £ 66 : 1 : - 6/11/1885

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute

TUESDAY 10 NOV 1885

Character assigned

100 A 1 Steel

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

It is submitted that this vessel appears eligible to be classed as

100 A. 1. Steel as recommended

2 Decks

Lloyd's Register

Foundation