

# IRON OR STEEL SHIP.

(Received at London Office, 7970.)

7970.

Survey held at West Hartlepool Date of writing Report 31 May 90. Port of West Hartlepool  
Iron Screw Steamer "Amie" Date, First Survey 17 Nov. 1889. Last Survey 28 Mar. 1890.  
Schooner Rig 2 Masts.

Under Deck  
 Tonnage Dk.  
 1st Dk. Spar or  
 2nd Dk.  
 Under Upper Dk. 1316.94  
 Loop 61.71  
 Raised Qr. 104.52  
 Bridge House 241.82  
 Houses on Deck 19.04  
 Stowage of Hatchways 22.62  
 Brecastle 36.68  
 Tonnage 1803.33  
 No Space 57.92  
 2nd 13.00  
 Engine Room 577.07  
 Tonnage 1761.34

ONE, ~~OR TWO DECKED, THREE DECKED VESSEL,~~  
~~SPAR, OR AWNING DECKED VESSEL.~~  
 Half Breadth (moulded) 17.11  
 Depth from upper part of Keel to top of Upper Deck Beams 19.11  
 Girth of Half Midship Frame (as per Rule) 33.11  
 1st Number 71.9  
 1st Number, if a 3 Decked Vessel, deduct 7 feet  
 Length 268.6  
 2nd Number 19265  
 Proportions—Breadths to Length 7.49  
 Depths to Length—Upper Deck to Keel 13.48  
 Main Deck ditto

Master Wm. Lutton  
 Year of appointment (1) As master in service of owner of present vessel, 1887.  
 (2) As master of this vessel, 1890.  
 Built at West Hartlepool  
 When built 1890 Launched 20 Feb 90  
 By whom built E. Wilby & Co.  
 Owners Burdick & Co.  
 Managers  
 (If desired to be entered in Reg. Book.)  
 Residence East Ferry Road.  
 Port belonging to London  
 Destined Voyage Black Sea  
 If Surveyed while Building, Afloat, or in Dry Dock.

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	No. of Decks with flat laid
268	6	35	10	16	11	190	2
Dimensions of Ship per Register, length, 270.0 breadth, 36.1 depth, 16.75							
EL, depth and thickness 2. Slabs							
M, moulding and thickness							
IRON-POST for Rudder do. do.							
for Propeller							
Lance of Frames from moulding edge to							
moulding edge, all fore and aft							
for 1/2 length 4							
AMES, Angle Iron, for 1/2 length amidships							
do. for 1/2 at each end							
VERSED FRAMES, Angle Iron							
DOORS, 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							
BAMS, Upper, Spar, or Awning Deck							
Angle or dble Ang. Iron, Plate or Tee Bulb Iron							
Angle or double Angle Iron on Upper edge							
Average space							
BAMS, Main, or Middle Deck							
Angle or dble Ang. Iron, Plate or Tee Bulb Iron							
Angle or double Angle Iron on Upper edge							
Average space							
BAMS, Lower Deck							
Angle or dble Ang. Iron, Plate or Tee Bulb Iron							
Angle or double Angle Iron on Upper edge							
Average space							
BAMS, Hold, or Orlop							
Angle or dble Ang. Iron, Plate or Tee Bulb Iron							
Angle or double Angle Iron on Upper edge							
Average space							
KEELSONS Centre line, single or double plate,							
box, 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 Centre line to gunwale  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Upper Deck  
 2 frames for 1/2 length to bridge deck.  
 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 5.5 ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, 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 1/6 ins. from centre to centre.  
 Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.  
 Edges from Bilge to Main Sheerstrake, worked clencher, double or 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 1/6 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 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 6 5/4 1/2 Breadth of laps of plating in single riveting ✓  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 8. Crutches, 4.  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Makers: Borman Long & Co. Middlesbrough, South Stockton Iron Co., West Hartlepool Iron Co., W. Stockton Iron Co., and Stockton Malleable Iron Co.  
 The above is a correct description.  
 Builder's Signature, Edw. Wilby & Co. Surveyor's Signature, Thos Phillips  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



