

IRON SHIPS.

Request for 5.5.192

Rec. 17/4/67

No. 1782 Survey held at Glasgow Date 26th March 18

on the SS. S. S. Amalia Master G. Chase

Tonnage Gross 1824 Engine Room 540 Register 1284 Built at Glasgow

When Built 1860 By whom built J & G Thomson Owners Papayanni Bros

Port belonging to Liverpool Destined Voyage Mediterranean

If Surveyed Afloat or in Dry Dock While Building and Afloat

Length aloft	Feet	Inches	Extreme Breadth	Feet	Inches	Depth from top of Upper Deck	Feet	Inches	Power of Engines	Horse No.
.....	71	7/16	34			Beam to top of Floor	35	9/16	280	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches required per Rule	18	✓	18	Stem, if bar iron, moulding and thickness	10	3	10	3
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship	Inches required per Rule	5 1/2	3 1/2	10 1/2	if plate iron, breadth and thickness				
depth and thickness of Floor Plate at mid line	Inches in Ship	Inches required per Rule	26	7/16	25 1/2	Stern-post, if bar iron, moulding and thickness	10	6	After	
depth and thickness of Floor Plate at Bilge Keelson	Inches in Ship	Inches required per Rule	11	7/16	14	if plate iron, breadth and thickness	12	5	10	6
Size of Reversed Angle Iron, and No. at top of Floor Plate	Inches in Ship	Inches required per Rule	14	3 1/2	9 1/2	Keel, if bar iron, depth and thickness	10	3	10	3
Frames, Size of Angle Iron, single or double	Inches in Ship	Inches required per Rule	5 1/2	3 1/2	10 1/2	if plate iron, breadth and thickness				
Reversed Iron, if to every frame or every other frame	Inches in Ship	Inches required per Rule	14	3 1/2	9 1/2	Garboard Plates, thickness				
Beams, Deck (No. 2) double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	3	3	7 1/2	From Garboard to upper part of Bilge	13 1/2	9 1/2	14 1/2	12 1/2
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	7 1/2	7/16	7 1/2	From upper part of Bilge to Sheerstrakes	13 1/2	9 1/2	14 1/2	12 1/2
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule	7 1/2	9/16	under	Sheerstrakes, breadth and thickness	13 1/2	9 1/2	14 1/2	12 1/2
average space between	Inches in Ship	Inches required per Rule	3 feet	3 feet		Breadth & thickness of Butt Straps to outside plating	10	8 3/4	10 1/2	10 1/2
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule				Planksheers				
Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	Inches in Ship	Inches required per Rule	14	3 1/2	3 1/2	Gunwale Plate or Stringer on ends of Up. Dk Beams	36	for 200 ft. Amidships		
depth & thickness of plate amidships	Inches in Ship	Inches required per Rule	9 1/2	7/16	9 1/2	Angle Iron on ditto	36	to top of 30 in. Iron		
double or single Angle Iron, on lower edge	Inches in Ship	Inches required per Rule				Waterway	12	4	5	3
average space between	Inches in Ship	Inches required per Rule	3 feet	3 feet		Deck	8 1/2	6	4 1/2	4
if wood (No.) sided & moulded	Inches in Ship	Inches required per Rule				Ceiling in Hold	Yellow Pine	3 1/2	4	4
Paddle, wood, sided and moulded or if Iron, size of Plate	Inches in Ship	Inches required per Rule	8	9/16	Plate	Ceiling betwixt Decks	Yellow Pine	3 1/2	4	4
Engine	Inches in Ship	Inches required per Rule				Beam Clamps				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	Inches in Ship	Inches required per Rule	31	1 1/2	6	Shelf				
Side of Bilge	Inches in Ship	Inches required per Rule	7	4	9/16	Stringer Plates on ends of Hold or Lower Dk Beams	14	3 1/2	13	7/8
Number	Inches in Ship	Inches required per Rule	24	9/16	Plate	Ceiling between Decks	Yellow Pine	1 1/2	4	4

Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads Bulkheads, No. Six Thickness of 9/16

Hawse Timbers are they free from defects? how secured to the sides of the ship Between Double Frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (8 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from to Lower Deck and

on the frames from to Attenuately to Gunwale Stringer

Keelson, how are the various lengths of plates or angle irons connected? By Water-tight Plate rivetted on top of Stringer

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (4)

Planksheer, how secured to the plating of the sides Explain by sketch, Plated to Stringer with Plating

Waterway planksheer and to the Beams if necessary. See Drawing

Side trussing breadth and thickness of plates how secured? 14 x 7/16

Deck trussing Diagonally Rivetted to Angle Iron on Beams

Deck Beams, how secured to the side? Welded Union Rivetted to Frames

Hold or Lower Deck do

Paddle do

No. of breasthooks 6 crutches 4 how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Blackburne Puddled Builder's Signature

Steel for 200 feet of Sheerstrake & half of Gunwale Stringer James & George Thomson

Over 200 feet of Sheerstrake & half of Gunwale Stringer Foundation

IRON 435-0014

2404 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *Yes*

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Solid in one length*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *A few*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and other requisite sails

Tested at the Liverpool Corporation Machine
Chain 300
do 90
Hempen Stream Cable 90
Hawser 90
Towlines 90
Warp 90
All of *Good* quality.

Fathoms. Inches.
17 1/2
15 1/2
11
9
7
7

Bower,

Stream,

Kedge,

Weight.
38 1 22
38 1 10
36 2 34
15 0 26
11 3 2
6 2 15
3 0 11

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *Two Life Boats 26 ft Long Boat and 26 ft 6 in Launch, 2 Cutters 24 ft 6 in Launch, Rig 26 ft 4 in Stowage 22 ft*

The present state of the Windlass is *Complete* Capstan *Complete* and Rudder *Complete* Pumps *One hand pump to each Compartment and Bilge pipe through each Connected to Engine*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.
1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under*
2nd. On the plating during the progress of rivetting *Special Survey*
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched

The scantlings of the keel, rivetting, wood material and general construction will be seen to be equal and in some respects above the requirements for the 12 Gun Grade, except a slight deficiency in the Outside Plating but which means nothing but nearly 1/16" beyond what is shown, the remainder we think is quite made up by the excellent quality of the iron being of the best Boiler Plate, various specimens of which were tested at the Liverpool Corporation Machine and stood a tensile strain from 20 1/2 to 22 1/4 long. See Letter appended. The Sheerstrake and Half of the Gunwale Stinger for 200 feet Amidships are of Ruddled Steel, the Gunner Doubled above the Gunwale Angle Iron in depth from 8 to 12 in Forward and Aft and the latter 6 feet wide, the Butts of Sheerstrake, Deck Stinger and Vee are double rivetted. All other Butts and Outside Edges Double Rivetted. The Gunwale Arrangement is very efficient. See Drawing. Waterways, Plankbeams and Stanchions are of oak. Plating of Upper Deck Pitch Pine. The Construction of the Fore and Aft Bulkheads in the Engine and Boiler Space is very satisfactory, forming a strong and good Connection Forward and Aft and at the Sides of the keel. See Drawing. She has Double Reverse Angle Iron on the Vee of Floor under Engine and Boiler Space and Double Frames to Engine Floor to above Bilge. She has a full Prop and Copgallant Funnel, 18 Barque Rigged. Testing Certificate of Chain Cable produced, seeing that this Best Lead and Patent Paint keel is far above the requirements for a 9 Gun Class and so close upon the 12 Gun Class taking into account the good quality of material and workmanship, we are of opinion that she is fully entitled to the undermentioned Class.

In what manner are the surfaces preserved from oxidation?

Best Lead and Patent Paint

I am of opinion this Vessel should be classed *U.S.A.*

The amount of the Fee £ 5 : : : is received by me,

Special £ 91 : 5 : :

Certificate (if required) £ 100 : :

Committee's Minute *23 April 1861*

Character assigned

For 11 Years

21 May

Build of Iron

Concurred
above Recommendation
for 11 Years
Lloyd's Register
20th April 1861