

IRON SHIPS.

No. 19529 Survey held at Liverpool Date Jan'y 24th to 19th August 1886
on the iron ship "Amarna" Master John Patterson

Tonnage under tonnage deck 579. 1/2 Built at Liverpool When built 1860 Launched 13th Jan

By whom built Do. Vernon & Son Owners Hickson & Co

Total Register tonnage 572.77 Port belonging to Liverpool Destined Voyage Valparaiso

Surveyed while Building, Afloat, or in Dry Dock on the Building Slip and in Dry Dock:

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse.	
Length aloft	17	6	Extreme Breadth	24	0	Depth from top of Upper Deck Beam to top of Floor	18	0	Power of Engines	—		N ^o . of Decks	One
(Dimensions of Ship per Register, length 17.7 breadth 24.9 depth 18.0)													

	Inches in Ship.	Inches required per Rule.	Plates in Garboard Strakes, breadth and thickness	Inches in Ship.	16ths. In Ship.	required per Rule.
Keel, if <u>bar iron</u> , depth and thickness.....	4	2 1/2		20	1/2	20

[illegible]

Stern-post, $\frac{1}{8}$ " bar iron, moulding and thickness	$7 \times 2\frac{1}{2}$	$7 \times 2\frac{1}{2}$	Keel of $\frac{3}{4}$ " the entire depth of	$\frac{9}{16}$
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Distance of Frames from moulding edge to moulding edge all frames	1	✓	31	Hold	1/2	8	1/2
Distance of Frames from moulding edge to	1	✓	31	from 3/4ths depth of	Hold to lower edge	1/2	8	1/2
	1	✓	31	of Sheerstrake		1/2	8	1/2

Inches.	Inches.	16ths		Skeerstrake,	breadth and thickness	30 x 9	cub ft	30 x
In ship.	In ship.	In ship.	per Rule.	per Rule.	per Rule.	8 ft		

Frames Size of And Required

doubtles eight feet amidships ribs

Rutt Skeerstrake

Frames, Size of Angle Iron, single or double...	3 1/2	3	1 1/2	for	tons Scale	Stitch Straps to outside plating, breadth and thickness	10 1/2 x 1/2 to 1 1/2	9 5/8 to 5 1/2
Reversed Iron, to every frame	3 1/2	3	1 1/2	3 1/2	2 1/2			
every frame	3 1/2	3	1 1/2	3 1/2	2 1/2			
Gunwale Plate or Stringer on ends of U	3 1/2	3	1 1/2	3 1/2	2 1/2			

Floors, depth and thickness of Floor Plate at mid line	19	8	1/2	19	8	1/2	Deck Beams, breadth and thickness	19	8	1/2
							Angle Iron on ditto			

[illegible]

No. 1	at top of Floor Plate	3	2 1/2	5/8	3	2 1/2	5/8	Diagonal Tie Plates on	ditto	3	10 1/2	5/8	10 1/2
Beams, Deck	(Double Angle Iron)							Planks, materials and scantlings					

Double <u>Angle</u> , <u>Iron</u> , <u>or</u> <u>Bulb</u> <u>Iron</u>	7	x	$\frac{1}{16}$	-	7	x	$\frac{1}{16}$	-	Waterway ditto ditto <i>iron</i> <i>lumber</i>
" " <u>double</u> <u>angle</u> <u>iron</u> , <u>on</u> <u>single</u> <u>angle</u> <u>iron</u> ,	2 1/2		2 1/2		2 1/2		2 1/2		Flat of Upper Deck, thickness and material.. <i>1/2</i> <i>Yellow Pine</i> <i>1/2</i>

On upper edge....	10	2	10	how fastened to Beams..	By knots and dunnage
average space between	42	✓	42	Ceiling betwixt Decks and in Hold, thickness)	3/4 inch Plank

double Angle, Tee, Plate, or Bulb Iron	7 x 1/16	7 x 1/16	Clamps or Spiking	into	Res Pine
" " double or single Angle Iron					

on upper edge....	22	22	5/8	22	22	5/8	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	18 1/2	8/8	18 1/2
average space between	42	42		42	42		Stringer or Tie-beams fore and aft			

[illegible]

Keelson, single or double plate, box, or intercostal	—	—	—	—	—	Stringers in Hold of <i>45° angle iron</i>	<i>4 x 3 1/2 x 7/8 4 1/2 x 3</i>
						Flat of Lower Deck, thickness and material..	<i>3 1/2 Yellow Pine plank</i>

"	Size of Plates <i>Washed Plates</i>	$1\frac{1}{2} \times \frac{7}{8}$	$1\frac{3}{4} \times \frac{7}{8}$	Main piece of Rudder, diameter at head	4 1/2	4 1/2
"	Size of Angle Irons <i>Stream Irons</i>	4 $3\frac{1}{2} \times \frac{7}{8}$	4 1/2 $3\frac{1}{2} \times \frac{7}{8}$	" " " at heel	2 1/2	2 1/2

Side, single or double, plate, box or iron-wood	—	—	—	—	—	—	(Can the Rudder be unshipped astoar	Yes	—	—
Bilge (No. <u>one</u>) at each Bilge,	4	5	4	4	5	4	Bulkheads, N ^o . <u>one</u> Thickness of	6 in	—	—

ransoms, material _____ or, if none, in what manner compensated for _____

the Frames extend in one length from keel to stern by frame and plate. now secured to the sides of the ship by bracket knees and
size of vertical angle irons 5x2 1/2 x 1/2 and their distance apart 3 1/2

the reverse angle irons on the floors extend ~~in our length~~ across the middle line ~~from a two lengths~~ to the height of upper 1st + 2nd

" " " on the frames " " " from middle line to in two lengths to barrel.

plates, Garboard, double rivetted to keel. "double" at upper edge with rivets $(\frac{1}{2} \times \frac{1}{4})$ in diameter.

Edges from Garboards to upper part of bilge, worked clench, double ~~or~~ single rivetted; with rivets (2 in.) diameter, averaging (2 1/2 ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps ($\frac{1}{2} \times \frac{3}{8}$) thick, double or single rivetted; with rivets ($\frac{3}{4}$ in.) diameter averaging ($\frac{3}{4}$ ins) apart

Do the butt straps lap over and rivet through the lands of the strake below? No

Edges from bilge to sheerstrake, worked ~~cannel with a lining piece~~ () thick or clencher. Not a single rivetted: with rivets (3 in) diam.

Do the butt straps lap over and rivet through the lands of the strake below? No

Edges of Sheerstrake, double ~~or~~ single rivetted? At upper edge single to iron Balmain Plates At lower edge double

averaging (1/2 ins.) apart. Breadth of laps in double rivetting (1 1/2 ins.) Breadth of laps in single rivetting (1 1/2 ins.)

at Straps of Keelsons, Stringer and Tie Plates, double or ~~single~~ rivetted? All double

waterway " " planksheer and to the Beams } Explain by sketch
if necessary. } See Sketch on the other side

old or Lower Deck ditto to to to to

" All fore and aft. ties connected at ends by two of breasthooks and crutches

Manufacturer's name or trade mark *Richardson & Co. Ltd.*

We certify that the above is a correct description of the several particulars therein given.

Holder's Signature Thomas Vernon Surveyor's Signature W. B. Lusk

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Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double
edges and butts, and at least three and a quarter times the diameter of the rivets where single riveting is admitted? Yes
The edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
The fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid
The holes for rivetting plate to frames, butt straps, 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? Very few and in Butts only

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the
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 rivetting, quality of Materials, and if stamped with Maker's name.



The fore main Mast and Bowsprit of iron. Two plates in the round, double riveted
in Butts and edges. Plates in fore main and Mizzen $\frac{1}{2}$ " and $\frac{5}{16}$ " at Head. Bowsprit $\frac{1}{2}$ " and
three angle-irons in each of $5 \times 5 \times \frac{1}{2}$ " angle-irons in Mizzen $5 \times 2 \frac{1}{2} \times \frac{1}{2}$ ".
Three lower yards of iron double riveted in Butts and single in edges, lapped edge
flush joints. Plates $\frac{1}{2}$ " reduced to $\frac{3}{4}$ " at ends. Same as stating in Report all other spars
and good. Angle irons in yards $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{1}{2}$ " and three in each.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

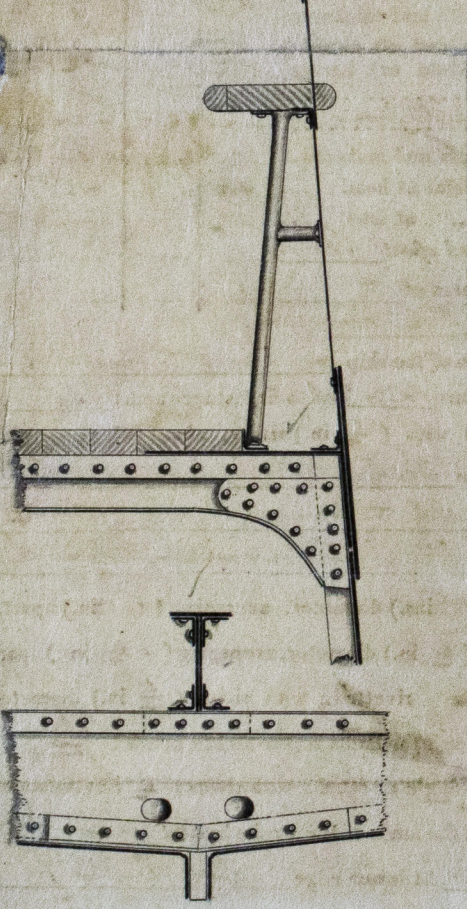
		Fathoms.	Inches.	Tested to Tons.		No.	Weight Ex. Stock	Test T
Fore Sails,	Chain <u>Pathe's</u> <u>Pathe's</u> <u>Pathe's</u>	270	1 $\frac{7}{8}$	37.4.0	Bowers,	1	18.5.5	19
Fore Top Sails,	<u>Hampton</u> <u>Hampton</u> <u>Hampton</u>	90	$\frac{3}{4}$			1	18.0.5	19
Fore Topmast Stay Sails,	Hawser	90	8 $\frac{1}{2}$			1	15.2.17	17
Main Sails,	Towlines	90	6 $\frac{1}{2}$		Stream,	1	8.2.18	
Main Top Sails,	Warp	90	5 $\frac{1}{2}$					
and	All of <u>Good</u> quality.				Kedges,	1	4.0.0	
						1	2.0.26	

Her Standing and Running Rigging of fine and best sufficient in size and Good in quality.
She has one Long Boat and two others
The present state of the Windlass is Good Capstans iron and Rudder Good Pumps of iron and good
English Oak two in No. Head Pump and Stove in fore for

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Under Spec</u>
No. <u>351</u>	Surveys held	2nd.	On the plating during the progress of rivetting	<u>Survey</u>
Date <u>5/1/65</u>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<u>whole then</u>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<u>of Builder</u>
No.	Section 18.	5th.	After the ship was launched	
Date				

State if she has a Spar Deck No Rear Riser Quarter Deck Forecastle Monkey 5.8 above deck

General Remarks,



This vessel is well built and fitted with Monkey
forecastle and raised Quarter Deck about thirty
-five feet in length. Beams of raised deck made
of built-iron as in the main body of vessel.
Plating of deck 3rd Yellow Pine and stringers in
ends of Beams $18 \frac{3}{4} \times \frac{9}{16}$

The sheer strake double with plate
of $\frac{1}{2}$ " for eighty-seven feet amidships, and
otherwise in accordance with the Rule and
Grade A.

A. H. Warner

In what manner are the surfaces preserved from oxidation? Inside By Paint and Portland Cement in Bottom
Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A1

The amount of the Fee£ 5 : : : is received by me,
Special£ 29 : 13 : 21/8/65 Warner
Certificate (if required)£ Sealed

Committee's Minute Liverpool 22nd Aug, 1865

Character assigned A1 Built under Special Survey
(A + O.P.)



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Foundation