

ON SHIPS.

Rec 28/11/11

No. 6061 Survey held at Greenock

Date, First Survey 8th August

Last Survey 13th Nov 1871

On the Screw Steamer "Amanda"

Master Messrs Bowers

Tonnage under Tonnage Deck 345.02
 Ditto of Third Spar, or Awning Deck }
 Ditto of Poop, or Raised Qr. DE. }
 Ditto of Houses } 11.83
 Ditto of Deck }
 Ditto of Forecastle } 356.85
 Gross Tonnage }
 Crew Space, as per Rule }
 Register Tonnage, cut on Beam }
 Engine Room } 114.19
 Register Tonnage, as a Steamer, cut on Beam } 242.66

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.
 Half moulded breadth 11.0
 Depth from upper part of Keel to top of Upper Deck Beams 16.0
 Girth of Half Midship Frame (as per Rule) .. 23.5
 1st Number 50.5
 Length 149
 2nd Number 7524.8
 Depths to Length. over 9
 THREE DECKED VESSELS.
 Half Moulded Breadth
 Total Depth if three or more Decks
 Total Girth of Half Midship Frame
 3rd Number
 Length
 4th Number
 Breadths to Length. over 6

Built at Greenock
 When built 1871 Launched 4th Nov 1871
 By whom built Caird & Co
 Owners North Western Ship Coasting Co
 Port belonging to Greenock
 Destined Voyage Obudu to Rangoon
 If Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule, 149 Feet. Inches. Moulded Breadth, 22 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 16 Feet. Inches. Power of Engines, 60 Horse. N^o. of Decks with flat laid Two N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, 150 breadth, 22.3 depth, 14.9

	Inches in Ship.	Inches required per Rule.	16ths required per Rule.		Inches in Ship.	Inches required per Rule.	16ths required per Rule.
Keel, if bar iron, depth and thickness	5 x 1 1/2	7 1/2 x 1 1/2	18	Flat Keel Plates, breadth and thickness	32	36	30
Do. if centre through plate, depth and thickness	5 x 1 1/2	6 1/2 x 1 1/2	18	Plates in Garboard Strakes, breadth and thickness	32	36	30
Stern-post for Rudder do.	5 x 3	6 1/2 x 3	18	Do. from Garboard to upper part of Bilges	32	36	30
Stern-post for Propeller	5 x 3	6 1/2 x 3	18	Do. of doubling at Bilge, or increased thickness, and length applied	32	36	30
Distance of Frames from moulding edge to moulding edge, all fore and aft	18	22	22	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	32	36	30
Frames, size of Angle Iron, for 1/2 length amidships	3 x 2 1/2	3 x 2 1/2	46	Do. Main Sheerstrake, breadth and thickness	40	46	30
Do. for 1/4 at each end	3 x 2 1/2	3 x 2 1/2	46	Do. of d'bling at Sh'rstrake, & length applied	40	46	30
Reversed Frames, size of Angle Iron	2 x 2	2 x 2	46	Do. from Mn. to Upr. or Spar Dk. Sh'rstrake	40	46	30
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	12	13 1/2	46	Do. Upr. or Spar Dk Sh'rstrake, brdth & thickness	40	46	30
Do. at the ends	12	13 1/2	46	Butt Straps to outside plating, breadth & thickness	8	8	8
Do. do. do. at Bilge Keelson	8	8	46	Lengths of Plating	6 frames	3 frames	3 frames
Do. height extended at the Bilges	24 inches	27 inches	46	Shifts of Plating, and Stringers	2 frames	2 frames	2 frames
Beams, Upper, Spar, or Awning Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4 x 3 1/2	5 1/2	46	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	36 to 18	46	21
Single or double Angle Iron on Upper edge	36 inches	44 inches	46	Angle Iron on ditto	5 x 3 x 1/2	46	3 1/2 x 3
Average space	36 inches	44 inches	46	Tie Plates (fore and aft), outside Hatchways	14	46	7
Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4 x 3 1/2	5 1/2	46	Diagonal Tie Plates on Beams (No. of Pairs)	10	46	7
Single or double Angle Iron on Upper Edge	36 inches	44 inches	46	Planksheer material and scantling	10	46	7
Average space	36 inches	44 inches	46	Waterways do. do.	2 1/2	46	2 1/2
Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron)	4 x 3	5 1/2	46	Flat of Upper Deck do. do.	2 1/2	46	2 1/2
Single or double Angle Iron on Upper Edge	36 inches	44 inches	46	How fastened to Beams	2 1/2	46	2 1/2
Average space	36 inches	44 inches	46	Stringer Plate on ends of Main or Middle Deck	15	46	16
Keelson Centre line, single or double plate, box, or Intercostal, size of Plates	15	16 1/2	46	Beams, breadth and thickness	10 1/2	46	10
Do. Bulb Plate to Intercostal Keelson	4 x 3	5 1/2	46	(Is the Stringer Plate attached to the outside plating?)	No	46	10
Do. Size of Angle Irons	4 x 3	5 1/2	46	Angle Irons on ditto (No.)	3 1/2 x 3 1/2	46	3 x 3
Do. Side Intercostal Keelson, size of Plates	4 x 3	5 1/2	46	Tie Plates, outside Hatchways	5	46	7
Do. Angle Irons on tops of Floors	4 x 3	5 1/2	46	Diagonal Tie Plates on Beams (No. of pairs)	5	46	7
Do. Bilge Keelson, Bulb Iron	4 x 3	5 1/2	46	Waterways materials and scantlings	2 1/2	46	2 1/2
Do. do. Intercostal plates riveted to plating for length	4 x 3	5 1/2	46	Flat of Middle Deck do. do.	2 1/2	46	2 1/2
Do. do. Angle Irons	4 x 3	5 1/2	46	How fastened to Beams	2 1/2	46	2 1/2
Side Stringers (No. size of Angle Irons)	4 x 3	5 1/2	46	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	not any	46	not any
Do. Intercostal plates riveted to plating for length	4 x 3	5 1/2	46	(Is the Stringer Plate attached to the outside plating?)	not any	46	not any

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads Iron Hawse Timbers Iron
 Windlass Napier's patent Pall Bitt Iron
 The Frames extend in one length from Keel to Summers & Iron moulding
 The Reverse Angle Irons on the floors and frames extend across the middle line to Summers and to Iron moulding alternately
 Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes
 Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (1 1/4 in.) diameter, averaging (4 1/2 ins.) from centre to centre.
 Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre.
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (9/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No
 Do. of Strakes at Bilge for length, treble riveted with Butt Straps thicker than their plates.
 Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1/4) thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre.
 Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Double At lower edge Double
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (7/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre.
 Do. Butts of Main Sheerstrake, double or single Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or single Riveted for whole length amidships. Breadth of laps of plating in double Riveting (4 inches Breadth of laps of plating in single Riveting ()
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double
 Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Welded knuckle plates No. of Breasthooks, Three Crutches, Three
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Greenock & Glasgow Iron
 Manufacturer's name or trade mark, Coats Iron Works, Butterfield Iron Co, Eschschier Iron Works Co, Glasgow Iron Co.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature, John D. D. D. Surveyor's Signature, James D. D. D.

IRON 449-0464

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
 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? Yes or are they in short lengths of various thicknesses? No
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivets well and sufficiently countersunk in the plate and punched from the faying surfaces? 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, 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit
9550 Ln

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS,		No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Te per
								&c.	No.					
	Number for equipment	4524												
	Fore Sails,	3898, 3097, 1111	105 Stud	1 1/2	22.15.0.0	1 1/2	20 20 tons	2897/71	4869	8.3.4	10.18.3.0	8.1.0	10 1/2	
	Fore Top Sails,	3897, 3097, 1111	105 "	1 1/2	22.15.0.0			2897/71	4868	8.2.6	10.18.3.0	8.1.0	10 1/2	
	Fore Topmast Stay Sails,	Hampton Stream Chain Cable	90 Stud	3/4	10.2.0.0	1 1/2		2897/71	4870	8.2.14	10.15.0.0	7.0.2	9 1/2	
	Main Sails,	Hawser	90	7 1/2		7 1/2		Stream	4866	5.0.14	6.10.0.0	3.0.0		
	Main Top Sails,	Towlines	90	6		6		Kedges	4867	2.1.20	4.10.0.0	1.2.0		
	and	Warp												

Her Standing and Running Rigging Hemp sufficient in size and Good in quality. She has Two Life Long Boat and Two Thess

The present state of the Windlass is Napier's Patent Capstan 2 Iron Winches and Rudder Common Pumps Three Lead Good

Engine Room Skylights.—How constructed? Iron Curving 12" deep How secured in ordinary weather? Thick Glass & tarpaulings

What arrangements are there for deadlights in such for bad weather? Shutters inside of Metal

Coal Bunker Openings.—How constructed? Iron runs and lids How are lids secured? Bars How high above deck? Flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Open Wire netting

Cargo Hatchways.—How formed? Iron Curving State size 6 feet by 6 feet

If of extraordinary size, state how framed and secured? Iron Curving

What arrangement for shifting beams? _____

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 9 feet by 7 feet

Order for Special Survey No. _____ DATES of _____
 Date _____ Surveys held _____
 Order for Ordinary Survey No. _____ while building _____
 Date _____ as per _____
 No. 13 in builder's yard. Section 18. _____

General Remarks, This vessel has been surveyed while building, and as will be seen on the other side is constructed not in conformity with the Rules, but at the same time the Owners are now very desirous to have her Classed. She is intended for a particular trade; viz., on the Coast of Burma for Coast, Sound, and River purposes. On comparing her scantlings by the Rules, we find the Frames are fully up to the Rules as regards size, and are placed 4 inches closer; she has also Reverse bars fitted to every frame extending up to the Gunwale, and to the lower part of side lights to alternate frames. The Hold beams are much in excess of the Rules, also the stringer plates on ditto, as well as a substantial, spunketting plate fitted as shown on sketch of midship section herewith appended. She has five substantial watertight bulkheads fitted, three of which extend up to the upper deck and are 8 1/2 in thickness. The plating is fully up to the Rules for the 90A grade, except at the Gunwale as will be seen per sketch; but we are of opinion this discrepancy is compensated for by the substantial Gunwale Angle Iron fitted, and the broad stringers and ties on the ends of the upper beams to which it is attached. In addition to which she is double riveted throughout butts and edges. The Anchors and Chains are fully up to the size required per Rule Table 22; that there have been tested at a Public Machine not authorized by the Society; but the Owners suggest their having the 1 without the letters A.C.P. We are of opinion she worthy the favourable consideration of the Committee for the 90A grade; also leaving the 1 to the favourable consideration of the Committee for the reasons set forth above.
 She has left this Port and is now on her voyage to Burma via Suez Canal.

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double

In what manner are the surfaces preserved from oxidation? Inside Portland Cement Affected by bilges Outside 2 coats of Red lead, coal tar

I am of opinion this Vessel should be Classed 90A leaving this 1 for the favourable consideration of the Committee for reasons set forth above

The amount of the Entry Fee£ 4: " : " is received by me,
 Special£ 10: 10: "
 Certificate " : 5: "

(Travelling Expenses) (if any) £ _____

Committee's Minute 30th November 1871

Character assigned 90 A

