

# IRON SHIP.

Rec 23/1/74

No. 6630 Survey held at Greenock Date, First Survey 2<sup>nd</sup> December 1873 Last Survey 9<sup>th</sup> September 1874

On the New Steamer "Amanapoora" Yard Number 154 Master Stewart

<b>TONNAGE</b> under Deck <u>2426.75</u>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL.</b>	Built at <u>Greenock</u>
Ditto of Third, Spar, or Awning Deck.	<b>SPAR, OR AWNING DECKED VESSEL.</b>	When built <u>1874</u> Launched <u>30<sup>th</sup> July 1874</u>
Ditto of Poop, or Raised Or. Dk.	<b>HALF BREADTH</b> (moulded) <u>18.0</u>	By whom built <u>Scott &amp; Co.</u>
Ditto of Houses on Deck <u>36.84</u>	<b>DEPTH</b> from upper part of Keel to top of Upper Deck Beams <u>29.0</u>	Owners <u>British &amp; Burmese Steam Navigation Co. Ltd.</u>
Ditto of Forecastle	<b>GIRTH</b> of Half Midship Frame (as per Rule) <u>14.2</u>	Port belonging to <u>Glasgow</u>
Gross Tonnage <u>2463.62</u>	<b>1st NUMBER</b> <u>89</u>	Destined Voyage <u>Rangoon</u>
Net Tonnage <u>2404.35</u>	<b>1st NUMBER, if a THREE-DECKED VESSEL</b> <u>82</u>	Surveyed while Building, <u>Afloat, or in Dry Dock.</u>
Less Engine Room <u>488.36</u>	<b>deduct 7 feet</b> <u>82</u>	
Register Tonnage <u>1618.99</u>	<b>LENGTH</b> <u>340.0</u>	
as cut on Beam	<b>2nd NUMBER</b> <u>24880</u>	
	<b>PROPORTIONS</b> —Breadths to Length <u>9.4</u>	
	Depths to Length—Upper Deck to Keel <u>15.81</u>	
	Main Deck ditto <u>15.81</u>	

PLANS

**LENGTH** Feet. Inches. 340.0 **BREADTH** Feet. Inches. 36.0 **DEPTH** top of Floors to Upper Deck Beams 29.0 **Power of Engines** 300 **No. of Decks with flat laid** Three  
 per Rule 340.0 **Moulded** 36.0 **Do. do. Main Deck Beams** 19.45 **No. of Tiers of Beams** Three

Dimensions of Ship per Register, length, 350.2 breadth, 36.3 depth, 24.05

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
<b>KEEL</b> , depth and thickness	11 x 2 3/4	11 x 2 3/4						
<b>STEM</b> , moulding and thickness	11 x 2 3/4	11 x 2 3/4						
<b>STERN-POST</b> for Rudder do. do.	11 x 5 1/2	11 x 5 1/2						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24						
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	5 x 3 1/2	5 x 3 1/2						
Do. for 1/2 at each end	5 x 3 1/2	5 x 3 1/2						
<b>REVERSED FRAMES</b> , Angle Iron	3 1/2 x 3	3 1/2 x 3						
<b>FLOORS</b> , depth and thickness of Floor Plate	1 1/2	1 1/2						
at mid line for half length amidships	1 1/2	1 1/2						
thickness at the ends of vessel	1 1/2	1 1/2						
depth at 1/2 the half-bdth. as per Rule	1 1/2	1 1/2						
height extended at the Bilges	50	50						
<b>BEAMS</b> , Upper, Spar, or Awning Deck	4	4						
Single or double Angle Iron, Plate or Tee Bulb Iron	4	4						
Single or double Angle Iron on Upper edge	3 x 2 1/2	3 x 2 1/2						
Average space	48	48						
<b>BEAMS</b> , Main or Middle Deck	8 1/2	8 1/2						
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2						
Single or double Angle Iron on Upper edge	3 x 3	3 x 3						
Average space	48	48						
<b>BEAMS</b> , Lower Deck, Hold or Orlop	8 1/2	8 1/2						
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8 1/2						
Single or double Angle Iron on Upper edge	3 x 3	3 x 3						
Average space	48	48						
<b>KEELSONS</b> Centre line, single or double plate	21	21						
Box, or Intercoastal, Plates	21	21						
Rider Plate	9	9						
Bulb Plate to Intercoastal Keelson	6 1/2 x 4	6 1/2 x 4						
Angle Irons	6 1/2 x 4	6 1/2 x 4						
Double Angle Iron Side Keelson	6 1/2 x 4	6 1/2 x 4						
Side Intercoastal Plate	6 1/2 x 4	6 1/2 x 4						
do. Angle Irons	6 1/2 x 4	6 1/2 x 4						
Attached to outside plating with angle iron	6 1/2 x 4	6 1/2 x 4						
<b>BILGE</b> Angle Irons	6 1/2 x 4	6 1/2 x 4						
do. Bulb Iron	10 1/2	10 1/2						
do. Intercoastal plates riveted to plating for half length	12	12						
<b>BILGE STRINGER</b> Angle Irons	6 1/2 x 4	6 1/2 x 4						
Intercoastal plates riveted to plating for 3/5 length	11 1/2	11 1/2						
<b>SIDE STRINGER</b> Angle Irons								

Transoms, material. Knights-heads Hawse Timbers. Iron  
 andlass Iron Pall Bitt

The **FRAMES** extend in one length from Keel to Gunnwale Riveted through plates with 1/8 in. Rivets, about 4 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to about Middle Deck Stringers and to Upper Deck alternately

**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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/8 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/8 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of three Strakes at Bilge for half 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 1/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/8 in. diameter, averaging 3 1/4 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 5 1/4 in. Breadth of laps of plating in single riveting 5 in.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

Waterway, how secured to Beams Screw Bolts & Nuts (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 5 Crutches, 5  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
 Manufacturer's name or trade mark, Angle Iron Blechmann Makes Forhead & Co.  
 The above is a correct description.  
 Builder's Signature, Scott & Co. Surveyor's Signature, H. J. Cold.

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Workmanship. Are the butts of plating planed or otherwise fitted? Planed 13292 For  
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  
Are the fillings between the ribs and plates solid single pieces? Yes  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes  
Do any rivets break into or through the seams or butts of the plating? A few

Masts, Bowsprit, Yards, &c., are Iron & Wood in good condition, and sufficient in size and length. If of Iron or Steel give  
Scanlings 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 Fore Mast 90 ft dist 24 Main 91-9 dist 24 Mizzen 78 ft dist 21 Bowsprit 30 ft dist 18

Fore & Mizzen Masts in 3 plates, Mizzen in two plates 1/16 in thickness tapering to 5/16 edges single riveted, and  
butts treble, doubling plates in way of wedging. Bowsprit of Wood.

NUMBER for EQUIPMENT		30,260	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.											
	Fore Sails,	Chain ... ..	240	1 1/8	63 1/2 B. S. 882	1 1/8	63 1/2	Bowers ...	1506	36.0.12	33.4.0.4	34.0.0	31 1/2
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)	Sipton Proving House. 29 August 1874.										
One	Fore Topmast Stay Sails	Hemp Strm Cbl	90	1 1/8	11	1 1/8		(State Machine where Tested, Date, and name of Superintendent.)	1508	32.2.0	30.10.0.0	34.0.0	31 1/2
Sub	Main Sails,	Hawser ... ..	90	1 1/8	11	1 1/8			1509	29.0.0	24.14.0.0	28.3.14	27 1/2
	Main Top Sails,	Towlines ... ..	90	1 1/8	11	1 1/8		Sipton Proving House. 29 August 1874.					
	and Spare Sails	Warp ... ..	90	1 1/8	11	1 1/8		Samuel Ferguson Superintendent					
		quality good	90	1 1/8	11	1 1/8		Stream ...	1	13.2.0		13.2.0	
								Kedges ...	1	6.3.0		6.3.0	
										3.1.14		3.1.0	

Standing and Running Riggings Wire & Hemp sufficient in size and good in quality. She has Two Life Boats and four others

The Windlass is Iron Patent Capstan and Rudder efficient Pumps One to each Compartment

Engine Room Skylights. How constructed? Iron panings 30" high How secured in ordinary weather? Wire netting

What arrangements for deadlights in bad weather? Carpanellings

Coal Bunker Openings. How constructed? Cast iron Rims & lids How are lids secured? Red Bars Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Open Railways

Cargo Hatchways. How formed? Iron panings

State size Main Hatch 20'0" x 12'0" Fore hatch 8'0" x 8'0" Quarter hatch 11'0" x 12'0"

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Two shifting Beams in Main Hatch at Main & Lower Decks & One at Upper Deck

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>660</u>	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	<u>Built under S.S. and surveyed 1873. Dec 2, 5, 8, 10, 15, 22,</u>
Date <u>10 November 1873</u>		2nd.	On the plating during the process of riveting	<u>1874. Jan 6, 13, 20, 22, 24, 28, 29, Feb 3, 9, 12, March 2, 3, 11, 13, 18,</u>
Order for Ordinary Survey No. <u>154</u>		3rd.	When the beams were in and fastened, and before the decks were laid....	<u>19, 23, 24, April 2, 6, 7, 13, 18, 23, 28, May 1, 13, 15, 20, 25, 24, 28,</u>
Date <u>154</u>		4th.	When the ship was complete, and before the plating was finally coated or cemented...	<u>June 4, 9, 12, 14, 22, 26, July 10, 14, 20, 28, August 11, 14, 18, 26,</u>
No. <u>154</u> in builder's yard.		5th.	After the ship was launched and equipped	<u>September 2, 9,</u>

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

This Vessel is rigged as a Three Masted Schooner, and has been built in conformity with the Rules, and midship section herewith appended which was submitted to the Committee, also with Beams marked A. and B. in Boiler space as required and approved by the Committee as named in letters dated 15<sup>th</sup> November 1873, and 10<sup>th</sup> January 1874, referring to this case. The workmanship and materials are of the very best description.

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

How are the surfaces preserved from oxidation? Inside Red lead cement for above turn of Ridges? Outside Four Coats of Paint

I am of opinion this Vessel should be Classed 100 A.I.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me,

Special ... £ 85 : 3 : 6 24 Sept 1874

Certificate ... £ 90 : 3 : 6

(Travelling Expenses)

(if any) £

Committee's Minute 24<sup>th</sup> September 1874

Character assigned

100 A.I.

100 A.I.

This vessel appears eligible for 100 A.I. as recommended - 100 A.I.

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