

# IRON SHIP.

No. 6884 Survey held at Port Glasgow Date, First Survey 4<sup>th</sup> May Last Survey 12<sup>th</sup> March 1884  
 On the Screw Steamer "Amelia" Master Campbell

TONNAGE under  
 Tonnage Deck 481.12  
 Ditto of Third, Spar,  
 or Awning Deck. 145.98  
 of Poop, or  
 Stern. 1.22  
 Ditto of Houses  
 on Deck 28.85  
 Ditto of Forecastle 660.14  
 Gross Tonnage 33.71  
 Less Crew Space 626.46  
 Less one Room 246.79  
 Register Tonnage  
 as out on Beam 379.67

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
~~SPAR, OR AWNING DECKED VESSEL.~~  
 HALF BREADTH (moulded)... 13.25  
 DEPTH from upper part of Keel to top of Upper Deck Beams 15.209  
 GIRTH of Half Midship Frame (as per Rule) 24.416  
 1st NUMBER 52.875  
 1st NUMBER, THREE-DECKED VESSEL  
 [deduct 7 feet]  
 LENGTH 193.83  
 2nd NUMBER 10.248  
 PROPORTIONS—Breadths to Length 4.3  
 Depths to Length—Upper Deck to Keel 12.74  
 Main Deck ditto 12.74

Built at Port Glasgow  
 When built 1875 Launched 2<sup>nd</sup> Oct 1875  
 By whom built Henry Murray & Co  
 Owners A L Schigmann & Son  
 Port belonging to Glasgow  
 Destined Voyage Dunkirk  
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 193.83 BREADTH Moulded... 26.5 DEPTH top of Floors to Upper Deck Beams... 13.95 Power of Engines... 99 Horse. 99 N<sup>o</sup>. of Decks with flat laid one N<sup>o</sup>. of Tiers of Beams one

Dimensions of Ship per Register, length, 195.5 breadth, 26.4 depth, 13.4

KEEL, depth and thickness 6 3/4 x 2 3/8  
 STEM, moulding and thickness... 4 x 2 3/8  
 STERN-POST for Rudder do. do. 7 x 4 1/2  
 for Propeller 22  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 22  
 FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3  
 Do. for 1/4 at each end 3 1/2 x 3  
 REVERSED FRAMES, Angle Iron 3 x 2 1/2  
 FLOORS, depth and thickness of Floor Plate 15  
 at mid line for half length amidships 15  
 thickness at the ends of vessel 15  
 depth at 3/4 the half-bdth. as per Rule 8  
 height extended at the Bilges... 31  
 BEAMS, Upper, Spar, or Awning Deck 6  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6  
 Single or double Angle Iron on Upper edge 2 1/2 x 3 1/2  
 Average space... 44  
 BEAMS, Main, or Middle Deck 6  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 6  
 Single or double Angle Iron, on Upper Edge 2 1/2 x 3 1/2  
 Average space... 44  
 BEAMS, Lower Deck, Hold, or Orlop 4  
 Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 4  
 Single or double Angle Iron on Upper Edge 4  
 Average space... 12  
 KEELSONS Centre line, single or double plate, 12  
 or Intercoastal Plates 8 3/4  
 " Rider Plate 8 3/4  
 " Bulb Plate to Intercoastal Keelson 4  
 " Angle Irons 4  
 " Double Angle Iron Side Keelson 5  
 " Side Intercoastal Plate 5  
 " do. Angle Irons 5  
 " Attached to outside plating with angle iron 5  
 BILGE Angle Irons 4  
 " do. Bulb Iron 6  
 " do. Intercoastal plates riveted to plating for length 6  
 BILGE STRINGER Angle Irons 4  
 Intercoastal plates riveted to plating for length 6  
 SIDE STRINGER Angle Irons 4  
 Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Windlass Capeston Purchase Fall Bitt Iron

Flat Keel Plates, breadth and thickness 32  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 32  
 of doubling at Bilge, or increased thickness, and length applied 20 strakes 8 x 9  
 fin up part of Bilge to l. edge of Sh'rstrake 7 x 10  
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake 33  
 Up. or Spar Dk Sh'rstrake, brdth & thickness 33  
 Butt Straps to outside plating, breadth & thickness 4 x 3 x 6  
 Lengths of Plating 4 x 3 x 6  
 Shifts of Plating, and Stringers... 2  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness... 40  
 Angle Iron on ditto 9  
 Tie Plates fore and aft, outside Hatchways 40  
 Diagonal Tie Plates on Beams No. of Pairs 9  
 Planksheer material and scantling 4 x 3 x 6  
 Waterways do. do. 4 x 3 x 6  
 Flat of Upper Deck do. do. 4 x 3 x 6  
 How fastened to Beams 4 x 3 x 6  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 4 x 3 x 6  
 Is the Stringer Plate attached to the outside plating? yes  
 Angle Irons on ditto, No. 4  
 Tie Plates, outside Hatchways 4 x 3 x 6  
 Diagonal Tie Plates on Beams, No. of pairs 9  
 Waterways materials and scantlings 4 x 3 x 6  
 Flat of Lower Deck do. 4 x 3 x 6  
 How fastened to Beams 4 x 3 x 6  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 4 x 3 x 6  
 Is the Stringer Plate attached to the outside plating? yes  
 Angle Irons on ditto, No. 4  
 Stringer or Tie Plates, outside Hatchways 4 x 3 x 6  
 Flat of Lower Deck 4 x 3 x 6  
 Ceiling betwixt Decks, thickness and material 2 1/2  
 in hold do. 2 1/2  
 Main piece of Rudder, diameter at head 4 1/2  
 do. at heel 2 3/4  
 Can the Rudder be unshipped afloat? yes  
 Bulkheads No. 4 Thickness of 5/16  
 Height up to Main Deck  
 How secured to sides of ship Double frames  
 Size of Vertical Angle Irons 3 x 2 1/2 x 7/16 and distance apart 30 ins.  
 Are the outside Plates doubled two spaces of Frames in length? yes

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to above hold stringer and to Main 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.  
 Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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 — length amidships.  
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?  
 Waterway, how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Welded knee plates No. of Breasthooks, 4 Crutches, 4  
 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 Coats. - Plates Mossend

The above is a correct description.  
 Builder's Signature, Henry Murray & Co Surveyor's Signature, Edmund Blanchman  
 Surveyor to Lloyd's Register of British and Foreign Shipping



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  
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? very few 15345 Iron.

Masts, Bowsprit, Yards, &c., are Wood & in Good condition, and sufficient in size and length. If of Iron or Steel give 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

Light Pole Masts

NUMBER for EQUIPMENT		10800	11272	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. B <sup>o</sup> Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.	Chain	214 1/2	1 1/4	20 1/2 x 4 1/2	2 1/2 x 1 1/2	20 1/2 x 4 1/2	Bowers	21 1/2	13.3.14	15.10.14	13.2.0	15.3.0
one	Fore Sails,	Lipton provinghouse	10th Sept-1875						25 1/2	12.2.0	14.6.10	11.1.25	13.2.0	15.3.0
and	Fore Top Sails,	Same. Regenna Superintendent							8 1/2	12.0.8	13.19.22			
	Fore Topmast Stay Sails	Same. Strm Cbl	90	13 1/16										
	Main Sails,	Hawser ...	90	8					Stream	1	6.0.14		6.0.0	
	Main Top Sails,	Towlines ...	90	10					Kedges	1	5.1.4		3.0.0	
		Warp ...	90	6						1	1.2.0		1.2.0	
		quality <u>Good</u>	90	4										

Standing and Running Rigging wire & hempen sufficient in size and good in quality. She has one Long Boat and four others.

The Windlass is Patent Capstan D.W. and Rudder Efficient Pumps one to each compartment & Bilge

Engine Room Skylights. How constructed? Iron Comings How secured in ordinary weather? Guairants & wire grating

What arrangements for deadlights in bad weather? Carpaulins

Coal Bunker Openings. How constructed? Cast Iron Rimmed How are lids secured? Self locking Height above deck? flush

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

Cargo Hatchways. How formed? Iron Comings

State size Main Hatch 14'0" x 8'0" x 9" Forehatch 11'0" x 7'0" Quarterhatch ✓

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? One in Main Hatch

Hatches, If strong and efficient? yes

Order for Special Survey No. <u>55</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. Surveyed 10/5-May/4</u>
Date <u>30th June 1875</u>		2nd. On the plating during the process of riveting	<u>27 June 2. 8. 11. 23. 28 July 14. 16. 21. 26 August 2</u>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid...	<u>4. 10. 12. 16. 19. 24. 27 Sept. 28. October. 1. 2. 4. 7</u>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>11. 14. 20. 26 29. Nov. 3. 9. 12</u>
No. <u>44</u> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) This vessel is Schooner rigged, and has been built in conformity with the Rules for 1874, and Midship Section and Longitudinal plan herewith appended, which were submitted and approved by the Committee in letter dated 13th May 1875. Application having been made to leave the upper part of the Iron Trunk Bulkhead in way of the Engine space in Poop open, the Committee in letter dated 1st Sept 1875 required strong and efficient sashes to be fitted and glazed with thick glass which has been complied with. The materials are of the best description and the workmanship is good.

State if one, two, or three, decked vessel, or if spar, or running decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom. 4 1/2 30 1/2

How are the surfaces preserved from oxidation? Inside Portland Cement to alone turn Outside Red Lead & paint

I am of opinion this Vessel should be Classed 100 A 1

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

Special ... £ 31 : 6 : 0 5th Nov 1875

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute 16th November 1875

Character assigned 100 A 1

Plowden M.C.

1875

1875

1875

1875

1875