

IRON SHIP 16878

Rec. 2/10/76

No. 4310 Survey held at Glasgow Date, First Survey 26th April Last Survey 29th September 1876

On the S.S. Amulet Master Charles Mann

TONNAGE under Tonnage Deck	870.71	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at	Glasgow
DECK OF MAIN, SPAR, or MASTING DECK.		SPAR, OR ANCHOR-DECKED VESSEL.	When built	1876
Ditto of Poop, or RIGGING DECK.	98.74	HALF BREADTH (moulded)	Launched	5 August
Ditto of Houses on Deck	15.36	DEPTH from upper part of Keel to top of Upper Deck Beams	By whom built	Cuthbert & Mansel
Ditto of Forecastle	45.68	GIRTH of Half Midship Frame (as per Rule)	Owners	George Gibson
Gross Tonnage	970.49	1st NUMBER	Port belonging to	Rotterdam
Less Crew Space	45.79	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	Destined Voyage	Rotterdam
924.70	LENGTH	2nd NUMBER	If Surveyed while Building, Afloat, or in Dry Dock.	
Less Engine Room	310.56	PROPORTIONS—Breadths to Length		
Register Tonnage as out on Beam	614.14	Depths to Length—Upper Deck to Keel		
		Water Deck to		

Official Number

PLANS CASE

LENGTH on deck as per Rule	245.5	BREADTH—Moulded	29.5	DEPTH top of Floors to Upper Deck Beams	16	Inches	2	Power of Engines	2	Horse	2	No. of Decks with flat laid	Two	No. of Tiers of Beams	Two
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	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	8 2/3	8 2/3	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
STEM, moulding and thickness	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
STERN-POST for Rudder do. do.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23	23	23
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
DO. for 1/2 at each end	3	3	3	3	3	3	3	3
REVERSED FRAMES, Angle Iron	3	3	3	3	3	3	3	3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
thickness at the ends of vessel	7	7	7	7	7	7	7	7
depth at 3/4 the half-bdth. as per Rule	9	9	9	9	9	9	9	9
height extended at the Bilges	35	35	35	35	35	35	35	35
BEAMS, Upper, Main, or Middle Deck	7	7	7	7	7	7	7	7
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3
Average space	46	46	46	46	46	46	46	46
BEAMS, Main, or Middle Deck	7	7	7	7	7	7	7	7
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3
Average space	46	46	46	46	46	46	46	46
BEAMS, Lower Deck, Main, or Middle Deck	7	7	7	7	7	7	7	7
Single or double Angle Iron on Upper edge	3	3	3	3	3	3	3	3
Average space	46	46	46	46	46	46	46	46
KEELSONS Centre line, single or double plates	7	7	7	7	7	7	7	7
Box, or Intercostal, Plates	7	7	7	7	7	7	7	7
Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Attached to outside plating with angle iron	3	3	3	3	3	3	3	3
BILGE Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
do. Bulb Iron	7	7	7	7	7	7	7	7
do. Intercostal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE STRINGER Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Intercostal plates riveted to plating for 1/2 length	7	7	7	7	7	7	7	7
SIDE STRINGER Angle Irons	7	7	7	7	7	7	7	7

Transoms, material. Knight-heads. Hawse Timbers. *Plated with*

Wales *Co. & Co. Ltd. Pall Bitt not required*

The FRAMES extend in one length from *Keel* to *gunwale*

The REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *Main deck* and to *Lower 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 *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *3* Strakes at Bilge for *1/2* 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 *3/4* in. diameter, averaging *3 1/4* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked clencher, 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.

Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted length amidships.*

Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for length.*

Breadth of laps of plating in double riveting *5* Breadth of laps of plating in single riveting *5*

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

Waterway, how secured to Beams *(Explain by Sketch, if necessary.)*

Beams of the various Decks, how secured to the sides? *Trans welded to Beams* No. of Breasthooks, *5* 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, *Anglo Dalziel & Co. Ltd. Plates Const. Parkhead & Co.*

The above is a correct description.

Builder's Signature, *Arthur T. Mansel* Surveyor's Signature, *J. Lawrence*

Surveyor to Lloyd's Register of British and Foreign Shipping.

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2000 (9.5.76)

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? *A few in butts*

Masts, Bowsprit, Yards, &c., are *now* 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
Two Solid Pine pole masts

16818 Iron

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.		
N ^o .	SAILS.	CABLES, &c.		240	1 1/2	58. 14. 0. 0	240 1 1/2	58. 14. 0. 0	40. 10. 0. 0	Bowers	3	21. 1. 15	21. 15. 0. 0	21. 0. 0	21. 12. 0. 0
One	Fore Sails,	Chain		40. 10. 0. 0								21. 1. 8	21. 15. 0. 0	21. 0. 0	21. 12. 0. 0
One	Fore Top Sails,	Tests at Retherton 1 st & 9 th August 1876										18. 1. 14	19. 6. 2. 0	17. 3. 11	18. 15. 0. 0
Suit	Fore Topmast Stay Sails	Certificates signed D. C. Lewis										Tests at Retherton 2 nd & 8 th & 9 th August 1876			
	Main Sails,	90	15/16		90 15/16					Stream	1	8. 3. 9	9. 0. 0		
	Main Top Sails,	90	10"		90 9					Kedges	2	4. 2. 21	4. 2. 0		
	Warp	90	5 1/2	✓	90 5 1/2							2. 1. 14	2. 1. 0		
	quality														

Standing and Running Rigging *best hand* sufficient in size and *good* in quality. She has *Safe* ~~Wood~~ Boat and *3* ~~Others~~
 The Windlass is *Handfuls Captain* Capstan *2 Hand Crank* and Rudder *Good* Pumps *Steam hand in each compartment*

Engine Room Skylights.—How constructed? *Of Teak on Iron Cornings* How secured in ordinary weather? *Rolls*

What arrangements for deadlights in bad weather? *For Teak on each beam*

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

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three gangways thru fore, thru pipes and four scuppers on each side*

Cargo Hatchways.—How formed? *Iron Cornings*

State size Main Hatch *18'1" x 7'9" x 8'2"* Fore Hatch *15'3" x 7'11" N^o 3-7'7" x 7'10"* Quarter Hatch *N^o 4-11'2" x 8'11"*

If of extraordinary size, state how framed and secured? *Small size*

What arrangement for shifting beams? *Slung beam in 2nd & 4th*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *1169*
 Date *31 March 1876*
 No. *86* in builder's yard.

1st.	2nd.	3rd.	4th.	5th.
On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
<i>26 April. 4. 11. 16. 26 May. 2. 5. 14. 20. 28</i>	<i>June 3. 6. 27. 31 July. 8. 9. 22. 24. 28</i>	<i>August 6. 13. 24. 26. 28 & 29</i>	<i>September 1876</i>	

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

The workmanship is good. She is built in accordance with the approved drawings attached. She is fitted with water ballast tanks forward of Boiler Space bulkhead 14 frame spaces in length to the height of Hold Beams. Tanks tested to height of Load Water Line before Launching.

Sketch of main hatch action to be attached to report about the vessel for...

Poop *52'6"* Bridge Deck *61'6"* Bridge Deck Forward *15'6"* Forecastle *50'6"*

State if over, two, or three, decked vessel, or if open, or awning decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length of double, or part double bottom

How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *90 AS*

The amount of the Entry Fee ... £ *5* : : : is received by me, *J. Lawrence*

Special ... £ *46* : *5* : : Sept. 1876

Certificate ... *Grants*

(Travelling Expenses, if any, £ *3* : *3* : *8*.)

Committee's Minute *3 October 1876*

Character assigned *90 AS*

