

IRON 472-0286

## IRON SHIP. 1866

11.694 Survey held at Sunderland Date, First Survey February 8<sup>th</sup> Last Survey 20<sup>th</sup> June 1877The Iron Screw Steamer "Amie" Master Thomas. Waterman.

NAME under Tonnage Deck	999.01	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Sunderland.</u>
of Third Span	9.93	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1877</u> Launched <u>29<sup>th</sup> May 1877</u>
of Second Span	2.80	HALF BREADTH (moulded) ... ..	By whom built <u>L. L. Thompson and Sons.</u>
of First Span	96.21	DEPTH from upper part of Keel to top of Upper Deck Beams	Owners <u>James and Taylor and Sons.</u>
of Lower Deck	76.81	GIRTH of Half Midship Frame (as per Rule) ... ..	Port belonging to <u>London.</u>
of Forecastle	29.90	1st NUMBER ... ..	Destined Voyage <u>Stockholm.</u>
ss Tonnage	1214.65	1st NUMBER, if a THREE-DECKED VESSEL } [deduct 7 feet	Surveyed while Building, <u>Afloat, or in Dry Dock.</u>
ss Crew Space	41.06	LENGTH ... ..	
ss Engine Room	388.69	2nd NUMBER ... ..	
gister Tonnage	7814.90	PROPORTIONS—Breadths to Length	
as cut on Beam		Depths to Length—Upper Deck to Keel	
		Main Deck ditto	

LENGTH on deck as per Rule	228	8	BREADTH—Moulded	31	6	DEPTH top of Floors to Upper Deck Beams	17	9	Registered Power of Engines	110	Horse.	No. of Decks with flat laid	One	No. of Tiers of Beams	Two
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Dimensions of Ship per Register, length, 230.4 breadth, 31.8 depth, 17.5

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8						
STEM, moulding and thickness	7 1/2 x 2 3/8	7 1/2 x 2 3/8						
STERN-POST for Rudder do. do.	8 x 4 1/2	8 x 4 1/2						
for Propeller	23	23						
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23						
FRAMES, Angle Iron, for 2/3 length amidships	4	3	7/16	4	3	7/16		
Do. for 1/3 at each end	4	3	7/16	4	3	7/16		
REVERSED FRAMES, Angle Iron	3	3	7/16	3	3	7/16		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	20	8 1/2	9 1/2	20	8 1/2	9 1/2		
thickness at the ends of vessel			7 1/6			7 1/6		
depth at 3/4 the half-bdth. as per Rule	10			10				
height extended at the Bilges	40			40				
BEAMS, Upper, Spar, or Awning Deck		7 1/2	7/16		7 1/2	7/16		
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper edge	3	3	7/16	3	3	7/16		
Average space	46			46				
BEAMS, Main, or Middle Deck		7 1/2	7/16		7 1/2	7/16		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge	3	3	7/16	3	3	7/16		
Average space	46			46				
BEAMS, Lower Deck, Hold, or Orlop		7 1/2	7/16		7 1/2	7/16		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge	3	3	7/16	3	3	7/16		
Average space	46			46				
KEELSONS Centre-line, single or double plate, 1/2 in. or Intercoastal, Plates		15	7/16		15	7/16		
" Rider Plate		10 3/4	7/16		10 3/4	7/16		
" Bulb Plate to Intercoastal Keelson								
" Angle Irons	5	3 1/2	8 1/6	5	3 1/2	8 1/6		
" Double Angle Iron Side Keelson	5	3 1/2	8 1/6	5	3 1/2	8 1/6		
" Side Intercoastal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	5	3 1/2	8 1/6	5	3 1/2	8 1/6		
" do. Bulb Iron								
" do. Intercoastal plates riveted to plating for length								
BILGE STRINGER Angle Irons	5	3 1/2	8 1/6	5	3 1/2	8 1/6		
Intercoastal plates riveted to plating for length								
SIDE STRINGER Angle Irons								

Transoms, material. Knight-heads. Hawse Timbers. Iron.Windlass Emerson and Walker Pall Bitt None requiredThe FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.The REVERSED ANGLE IRONS on floors and frames extend from near middle line to top of hold beams and to gunwale alternatelyKEELSONS. 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 1/8 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 3/4 in. diameter, averaging 3 1/8 ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/8 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 3/4 in. diameter, averaging 3 1/8 ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/8 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 7/8 Breadth of laps of plating in single riveting 2 3/4 whichever is onlyButt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double.

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

Beams of the various Decks, how secured to the sides? Beams knees turned down and riveted. No. of Breasthooks, Five Crutches, Four.What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Irons, S. S. Plates andManufacturer's name or trade mark, and Plate Stockton Malleable Iron Co. Plates of the same company.

The above is a correct description.

Builder's Signature, Joseph L. Thompson & Sons Surveyor's Signature, William Lloyd

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



Are the butts of plating joined or otherwise fitted? *Placed.*  
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? *No.*

18625 Iron.

Masts, Bowsprit, Yards, &c., are *Sketch and Red Pine 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

NUMBER for EQUIPMENT 16701

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	240	1 1/2	440 1/2 tons	240	440 1/2 tons	Bowers	3937	21.2.0	22.0.0.0	21.0.0	21 4/5 tons
		19 1/2 River, 2 1/2 Comm. Machine			58 1/2 tons	18 1/2	58 1/2 tons		3887	20.2.0	21.3.3.0	21.0.0	21 4/5 tons
		Certificates dated 12th April 1877							3931	18.1.14	19.6.2.7	18.0.0	19 tons
		Chain	60	1 5/8	—	90 - 15/16	—						
		Hamp Strm Cbl	80	9	—	" 10	—						
		Hawser ...	70	4 1/2	—	" 9	—						
		Towlines ...	70	6 1/2	—	" 9	—						
		Warp ...	70	5 1/2	—	" 3 1/2	—						
		quality Good	90	4	—		—						

Standing and Running Rigging *Iron, Hemp, and all other* sufficient in size and *good* in quality. She has *one* Life Long Boat and *two* others.  
The Windlass is *Emerson and Walker's* Capstans *and* Rudder *Efficient* Pumps *420* and *pumps* *Steam* pumps.  
Engine Room Skylights.—How constructed? *Iron and Glass.* How secured in ordinary weather? *Efficiently*  
What arrangements for deadlights in bad weather? *Solid Glass Shutters having glass Bulls eyes.*  
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *2 1/2 inch solid hats* Height above deck? *12 and 38 inches*  
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two ports on each side in addition to the flooring pipes and scuppers.*  
Cargo Hatchways.—How formed? *Iron plates and angle bars in the usual manner.*  
State size Main Hatch *19 ft 2 ins x 10 ft 6 ins* Forehatch *15 ft 4 ins x 10 ft* Quarterhatch *19 ft 2 ins x 10 ft and 15 1/2 ft x 10 ft*  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? *dep web. plate beam in the centre of each hatch.*  
Hatches, If strong and efficient? *2 1/2 ins Solid Hatches.*

Order for Special Survey No. *2648*  
Date *15th December 1877*  
Order for Ordinary Survey No. *1*  
Date *15th December 1877*  
No. *133* in builder's yard.  
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  
2nd. On the plating during the process of riveting  
3rd. When the beams were in and fastened, and before the decks were laid....  
4th. When the ship was complete, and before the plating was finally coated or cemented..  
5th. After the ship was launched and equipped  
*Built under S.P. and Surveyed 1877 Feb. 2, 17, 21, 23, 24, March 7, 9, 14, 15, 21, 23, 26, 29, April 9, 12, 17, 19, 24, 26, May 2, 4, 7, 11, 15, 17, 23, 30, June 1, 2, 5, 7, 11, 13, 16, 18, 20, 22, 24, 26, 28, 30, July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, August 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, September 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, October 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, November 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, December 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31.*

General Remarks (State quality of workmanship, &c.) *The quality of the workmanship is very good.*  
*She has been built under special survey in accordance with the Scantlings and arrangements shown on the accompanying tracings of profile and approved Midship section, the Committee's requirements set forth in the Secretary's letter dated the 2nd January 1877, marked B, and in other respects with the rules including Section 445.*

*Is rigged as a two masted schooner, has a raised quarter-deck 84 3/4 feet long, a bridge-house enclosure 45 ft long, and a topgallant-forecastle 27 ft long. Is also fitted with a double-bottom in the fore-hold 46 ft long, and one in the after-hold 61 1/3 feet long, both of which have been tested by a head of water equal to the height of the deep load-line and made watertight.*

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

How are the surfaces preserved from oxidation? Inside *Paint and paint* Outside *Paint.*

I am of opinion this Vessel should be Classed *90 A. I. (1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 207th 208th 209th 210th 211st 212th 213th 214th 215th 216th 217th 218th 219th 220th 221st 222nd 223rd 224th 225th 226th 227th 228th 229th 230th 231st 232nd 233rd 234th 235th 236th 237th 238th 239th 240th 241st 242nd 243rd 244th 245th 246th 247th 248th 249th 250th 251st 252nd 253rd 254th 255th 256th 257th 258th 259th 260th 261st 262nd 263rd 264th 265th 266th 267th 268th 269th 270th 271st 272nd 273rd 274th 275th 276th 277th 278th 279th 280th 281st 282nd 283rd 284th 285th 286th 287th 288th 289th 290th 291st 292nd 293rd 294th 295th 296th 297th 298th 299th 300th 301st 302nd 303rd 304th 305th 306th 307th 308th 309th 310th 311st 312th 313th 314th 315th 316th 317th 318th 319th 320th 321st 322nd 323rd 324th 325th 326th 327th 328th 329th 330th 331st 332nd 333rd 334th 335th 336th 337th 338th 339th 340th 341st 342nd 343rd 344th 345th 346th 347th 348th 349th 350th 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