

IRON SHIPS.

Rec 12/11/63

No. 144 Survey held at Belfast Date 30th October 18 63
 on the New Iron Steamer "Blanc" Master Longo
 Tonnage Gross 44 Engine Room 44 Register 444 Built at Belfast Launched 29th Sept
 When Built 1863 By whom built Harland & Wolff Owners Blanc Larrinaga & Co
 Port belonging to Belfast Destined Voyage Spain
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
.....	<u>145</u>	<u>27</u>	<u>16 8</u>

Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft }	Inches in Ship.		Inches required per Rule.		Stem, κ bar iron, moulding and thickness " if plate iron, breadth and thickness	Inches.	16ths.	Inches.	16ths.
	In Ship.	In Ship.	per Rule.	per Rule.		In Ship.	In Ship.	per Rule.	per Rule.
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate.....	<u>3 1/2</u>	<u>2 3/4</u>	<u>7/8</u>	<u>3 1/2</u>	<u>2 3/4</u>	<u>7/8</u>			
" depth and thickness of Floor Plate at mid line	<u>1 1/4</u>		<u>8/16</u>	<u>1 3/4</u>	<u>7/8</u>				
" depth and thickness of Floor Plate at Bilge Keelson	<u>5 1/2</u>		<u>8/16</u>						
" Size of Reversed Angle Iron, and No. 2 at top of Floor Plate..	<u>2 3/4</u>	<u>2 1/2</u>	<u>1/2</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>1/2</u>			
Frames, Size of Angle Iron, single or double..	<u>3 1/2</u>	<u>2 3/4</u>	<u>1/2</u>	<u>3 1/2</u>	<u>2 3/4</u>	<u>1/2</u>			
" " Reversed Iron, κ to every frame or every frame.....	<u>2 3/4</u>	<u>2 1/2</u>	<u>1/2</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>1/2</u>			
Beams, Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/8</u>			
" " depth & thickness of plate amidships " double or single Angle Iron, " on lower edge	<u>6</u>		<u>7/8</u>	<u>1 3/4</u>	<u>7/8</u>				
" " average space between	<u>4 1/2</u>								
" " if wood (N ^o .) sided & moulded " Hold, or Lower Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/8</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5/8</u>			
" " depth & thickness of plate amidships " double or single Angle Iron, " on lower edge	<u>6</u>		<u>7/8</u>	<u>1 3/4</u>	<u>7/8</u>				
" " average space between	<u>6 1/2</u>								
" " if wood (N ^o .) sided & moulded " Paddle, wood, sided and moulded or if Iron, size of Plate									
" Engine " " " "									
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions }									
" Side or Bilge									
" Number	<u>3</u>								

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads " " Bulkheads, N^o. 1 Thickness of 5/16 in.

Hawse Timbers " " are they free from defects? Yes " how secured to the sides of the ship By struts & bolts size of vertical angle iron and their distance apart 2 1/2 x 2 1/2 x 30 in apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 to 3 1/2 feet to on each side alternately to bilge to the gunwale

" " " on the frames " " " from do to do

Keelson, how are the various lengths of plates or angle irons connected? With butt straps and double rivetted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 3/4 ins.) diameter averaging (3 3/4 in.) from centre to centre of rivet.

" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece (9 x 10 / 76 / 76) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately

" Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Alternately

" Butts from bilge to planksheers, worked carvel with a lining piece (8 x 10 / 76 / 76) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/4) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides { Explain by sketch, }
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured? filled in with Portland Cement

Deck trussing " " " " ? 1/2 x Greenheart

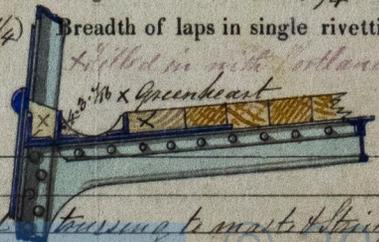
Deck Beams, how secured to the side? Knee plates welded & rivetted to frames & diagonal trussing to main & stringer plates

Hold or Lower Deck " Knee plates welded & rivetted to frames

Paddle " " " " ?

No. of breasthooks 3 crutches 2 how are pointers compensated? By plate iron rivetted to frames

What description of iron is used for the angle iron and plate iron in the vessel? Scottish Bars Builder's Signature Harland & Wolff



IRON 437-2061

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

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, or are they in short lengths of various thicknesses? Filled in solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? 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, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .		Subst ^d at H. P. Parkes Works	Quilley Fathoms	Inches.	Subst ^d at H. P. Parkes Works	N ^o	Weight.
	Fore Sails,	Proved to 34 tons	135	1 3/8	Porter Patent, Proved to 23 1/2 tons	1	20.2.18
	Fore Top Sails,	Chain 24 "	135	1 3/8	Bower, " " " " 19 "	1	19.2.21
	Fore Topmast Stay Sails,	Hempen Stream Cable	60	3/4	Common Iron Stock 23 1/4 "	1	22.1.10
	Main Sails,	Hawser <u>Manilla</u>	90	6	Stream, " " " " 9 "	1	7.1.3
	Main Top Sails,	Towlines	75	8	Kedge, " " " " 6 "	1	3.1.22
and		Warp	90	5		1	1.3-
		All of <u>Good</u> quality.	90	4			

Her Standing and Running Rigging is found to be sufficient in size and Good in quality.

She has One Long Boat and two others Good

The present state of the Windlass is Good Capstan 2 Good and Rudder Good Pumps 2 Cast Metal Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	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 progress of rivetting	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	After the ship was launched

This Vessel's main line keelson is 13 x 1 1/2 In deep amidships, tapering to 10 x 1 1/2 at ends. Bilge keelson built Iron 6 x 7/16 In rivetted between two angle Irons 4 x 3 x 1/16 In 80 feet on each side amidships, and angle Irons rivetted back to back, from thence to the ends of Vessel. Garboard stakes 1 1/2 In 70 feet on each side amidships. Bilge and Sheerstakes 1 1/2 In for the same distance, amidships. An opening 5 x 7 feet has been cut out, in the after watertight bulkhead, for the purpose of stowing cargo.

In what manner are the surfaces preserved from oxidation? The flat of bottom, to round the turn of bilge is Portland Cemented, above this together with the entire outside of hull, is coated three, with a mixture of Red & White lead paint.

I am of opinion this Vessel should be classed A1

The amount of the Fee £ 5 : - : is received by me, Prof. Linton

Nov. 11/03 Special £ 10 : 10 :

Certificate (X required) £ 5 : 5 :
£ 15 " 15 " 0

Committee's Minute 13th November 1863

Character assigned A 1

[Handwritten signatures and notes]

This Sailing Vessel built for A1 as recommended above
 Nov 12/03
 Lloyd's Register Foundation