

# IRON SHIPS.

Rev 16/11/69

No. 9743 Survey held at Sunderland Date November 11<sup>th</sup> 1869  
 on the "Blanche" Master A. Manning  
 Tonnage under tonnage deck 859.45 Built at Sunderland When built 1869 Launched 9<sup>th</sup> Oct 1869  
 Ditto of quarter deck 33.57 By whom built Wm Watson Owners Wm Bell  
 Ditto of poop, fore-castle, or other erections on upper deck 19.16 Port belonging to London Destined Voyage Port of Spain  
 Ditto of spar deck 912.42 If Surveyed while Building, Afloat, or in Dry Dock While Building  
 Ditto of engine room 25.55  
 Gross tonnage, ~~tonnage~~ 25.55  
 Total Register tonnage, 886.91

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.	N <sup>o</sup> . of Decks
195			33			20		6			One.
(Dimensions of Ship per Register, length <u>198</u> breadth <u>33</u> depth <u>20</u> )											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches in Ship.	16ths in Ship.	Inches required per Rule.	16ths required per Rule.	
Keel, if plate iron, breadth and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		Ditto from Garboard to upper part of Bilges..		<u>30 1/2</u>	<u>12</u>	<u>30</u>	<u>12</u>	
Stem, if bar iron, moulding and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		<u>11</u>		<u>11</u>		
Stem, if plate iron, moulding and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		" from 3/4ths depth of Hold to lower edge of Sheerstrake		<u>10</u>		<u>10</u>		
Stem, if plate iron, breadth and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		" Sheerstrake, breadth and thickness		<u>9</u>		<u>9</u>		
Space of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		Butt Straps to outside plating, breadth and thickness		<u>3 1/2</u>	<u>12</u>	<u>30</u>	<u>11</u>	
Frames, Size of Angle Iron, single or double	<u>4 1/2 3</u>		<u>4 1/2 3</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		<u>9 1/2</u>	<u>10</u>	<u>12</u>	<u>12</u>	
Reversed Iron, to every frame or every alternate frame	<u>to Hold Str. A I</u>		<u>to Gunwale</u>		Angle Iron on ditto		<u>34</u>	<u>9</u>	<u>28</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>22</u>	<u>9</u>	<u>22</u>	<u>9</u>	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		<u>5 x 4 x 8</u>	<u>5</u>	<u>4</u>		
Ditto ditto at Bilge Keelson	<u>15</u>	<u>9</u>	<u>15</u>	<u>9</u>	Diagonal Tie Plates on ditto		<u>12</u>	<u>9</u>	<u>12</u>		
Size of Reversed Angle Iron, and No. one at top of Floor Plate	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Planksheer, materials and scantlings		<u>12</u>	<u>9</u>	<u>12</u>		
Beams, Deck (N <sup>o</sup> . <u>55</u> ) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	Waterway ditto ditto		<u>12</u>	<u>9</u>	<u>12</u>		
Double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Flat of Upper Deck, thickness and material		<u>3 1/2</u>		<u>3 1/2</u>		
Average space between alternate frames	<u>alternate frames</u>		<u>alternate frames</u>		" how fastened to Beams		<u>iron nut &amp; 5/8" hole</u>		<u>iron nut &amp; 5/8" hole</u>		
Hold, or Lower Deck (N <sup>o</sup> . <u>54</u> ) double Angle Tee, Plate, or Bulb Iron	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>	Ceiling betwixt Decks and in Hold, thickness and material		<u>2 1/2</u>		<u>2 1/2</u>		
Double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	Clamps or Spirketting ditto		<u>24</u>	<u>9</u>	<u>21</u>	<u>9</u>	
Average space between alternate frames	<u>alternate frames</u>		<u>alternate frames</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		<u>12</u>	<u>8</u>	<u>5 x 4 x 8</u>	<u>as made</u>	
Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>Nil</u>		<u>Nil</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		<u>12</u>	<u>8</u>	<u>5 x 4 x 8</u>	<u>as made</u>	
Engine " standing on floors	<u>Nil</u>		<u>Nil</u>		Stringers in Hold		<u>4 x 5 x 8</u>	<u>4</u>	<u>5 x 8</u>	<u>4 x 5 x 8</u>	
Keelson, single or double plate, box, or intercostal	<u>16</u>	<u>12</u>	<u>14 1/2</u>	<u>12</u>	Flat of Lower Deck, thickness and material		<u>5 1/4</u>		<u>5 1/4</u>		
Size of Plates	<u>9</u>	<u>8</u>	<u>Nil</u>	<u>8</u>	Main piece of Rudder, diameter at head		<u>3</u>		<u>3</u>		
Size of Angle Irons	<u>5</u>	<u>4</u>	<u>5</u>	<u>4</u>	" " " at heel		<u>3</u>		<u>3</u>		
Side, single or double, plate, box, or intercostal	<u>19 x 5 1/2</u>		<u>Nil</u>		(Can the Rudder be unshipped afloat)		<u>Yes</u>				
Bilge (No. <u>one</u> ) at each Bilge, single, or double, plate, or box	<u>4</u>	<u>5</u>	<u>4</u>	<u>5</u>	Bulkheads, N <sup>o</sup> <u>one</u> Thickness of <u>6/16</u>						

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

Light-heads, and Hawse Timbers Iron

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

The reverse angle irons on the floors extend in one length across the middle line from Keel to Hold Str. A I on every frame

" " " on the frames " " " from Keel and to gunwale on alternate frames

Keelson, how are the various lengths of plates or angle irons connected? Butt Straps

Plates, Garboard, double or single rivetted to keel, double or also at upper edge, with rivets (7/8" (n.)) diameter, averaging (3 1/4") apart.

Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (7/8" (n.)) diameter, averaging (3) ins. apart.

Butts from Keel to turn of bilge, worked carvel with butt straps (11/16") thick, double or single rivetted; with rivets (7/8" (n.)) diameter, averaging (3) ins. apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes

Edges from bilge to sheerstrake, worked carvel with a lining piece (11/16") thick, or clencher, double or single rivetted; with rivets (7/8" (n.)) diameter, averaging (3) ins. apart. Do the butt straps lap over and rivet through the lands of the strake below? Yes at 1/2"

Edges of Sheerstrake, double or single rivetted? At upper edge double At lower edge double

Butts from bilge to planksheers, worked carvel with butt straps (9.10/16") thick, double or single rivetted; with rivets (7/8" (n.)) diameter, averaging (3) ins. apart. Breadth of laps in double rivetting (5 1/2" (n.)) Breadth of laps in single rivetting (5 1/2" (n.))

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides { Explain by sketch } Gutter gunwale

Waterway " " planksheer and to the Beams { if necessary. } Gutter gunwale

Deck Beams, how secured to the side? ends turned down, and rivetted to frames &c.

Hold or Lower Deck ditto Do Do Do Do

Paddle " " Nil No. of breasthooks 4 crutches 3

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plates, part Balmora and Tanchan, and part Stockton Malleable Iron Co. Angles, Syraet and Bell also rivets; Bulbs, Stockton Malleable Iron Co.

Manufacturer's name or trade mark Plates, part Balmora and Tanchan, and part Stockton Malleable Iron Co. Angles, Syraet and Bell also rivets; Bulbs, Stockton Malleable Iron Co.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature William Watson Surveyor's Signature Joseph Bell

1760N445-0109

Jan 7499

**Workmanship.** Are the lauds or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? one piece

Do the holes for rivetting plate to frames, butt straps, 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 only

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

*The Main & Fore Masts & Bowsprit of Iron, Lower & Upper Yard of Steel See the Sketch attached.*

*Anchor "W.I.C." 11, Hauling Sup "11, Hauling "11*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	300	1 1/2	5 tons	1 1/2	4 1/2	Bowers .....	25.	2. 14	25. 5. 3. 21	25 1/2	25 1/2
	Fore Top Sails,	Chain .....						(C7A Book, fo 11)	25.	2. 14	25. 5. 3. 21	25 1/2	25 1/2
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	1 1/2				Stream .....	21.	2. 14	22. 2. 1. 34	21 1/2	21 1/2
	Main Sails,	Hawser .....	90	9		8		Kedges .....	5. 1. 0			5 1/2	5 1/2
	Main Top Sails,	Towlines .....	90	10		10			2. 3. 10			2 1/2	2 1/2
	and	Warp .....	90	7		5							
	Her Standing and Running Rigging	All of <u>best</u> quality.	90	5									

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has two life Long Boat and Spinnace and Rig

The present state of the Windlass is Good Capstan 2 1/2 and Rudder good Pumps 2

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under S.O.  
 No. 2915 Surveys held 2nd. On the plating during the progress of rivetting 7 Surveyed 1869 May 13, 24, 27 June  
 Date 26<sup>th</sup> May 1869 while building 3rd. When the beams were in and fastened, and before the decks were laid 7, 10, 14, 16, 22, 25, 30 July 5, 7, 9, 13  
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 6, 19, 21, 23, 27, 28 Aug 7, 18, 23, 25, 28  
 No. \_\_\_\_\_ Section 18. 5th. After the ship was launched Sept 2, 4, 8, 11, 14, 16, 20, 22, 24, 27, 30 Oct 2, 5, 7, 9, 11, 12, 14, 15, 18, 20  
 Date \_\_\_\_\_ (Secs. 2, 3, 5, 6, 8, 10, 11)

State if she has a Spar Deck No Poop Raised 2<sup>nd</sup> Forecastle Anchor

**General Remarks,**

This Vessel has a side intercostal keelson fitted between double angle irons, for nearly half length of ship amidships which is in excess of the Rules; it will also be seen on the other side, that the middle line keelson, sheerstrake, and stringer plates on ends of upper and lower deck beams, are each somewhat in excess of Rules

There is a lining piece fitted behind the upper deck stringer angle iron, from butt strap, to butt strap, of sheerstrake; this lining piece is in excess of the Rules and gives increased longitudinal strength, it should have been as wide as the flange of the angle iron, and thickness of stringer combined, but in several places is from 1/2" to 3/4" narrow, so that the edges of stringer plate lays against the butt straps principally; with this slight exception the whole of the work is of excellent quality.

Expecting that the fore compartment was to have a pump fitted therein, did not give notice for a sluice valve to be fitted at the Bulkhead, until part loaded; as this cannot now be fitted, the Builder has submitted the enclosed letter as a guarantee that it will be fitted when the ship is empty.

In what manner are the surfaces preserved from oxidation? Inside Cement to the Ridges, and paint above  
 Ditto ditto Outside Bottom Lead Composition and paint above.

I am of opinion this Vessel should be Classed A

The amount of the Fee ..... £ 5 : : : is received by me,  
 Mr W. H. M. Special ..... £ 44 : 6 : :  
 Certificate (if required) ..... £ : : : :

Committee's Minute 16<sup>th</sup> November 1869 Joseph New,  
Surveyor

Character assigned A

 © 2019 Lloyd's Register Foundation