

IRON SHIPS.

No. 9743 Survey held at Sunderland Date November 11th 1869
on the "Blance" Master A. Manning

Tonnage under tonnage deck 859.45
Ditto of quarter deck 33.57
Ditto of poop, forecabin, or other erections on upper deck 19.16
Ditto of spar deck —
Ditto of engine room 912.42
Gross tonnage, ~~less~~ crew space 25.55
Total Register tonnage, 886.98
as cut on beam

Built at Sunderland When built 1869 Launched 9th Oct^r
By whom built Wm Watson Owners Wm Bell
Port belonging to London Destined Voyage Port of Spain
If Surveyed while Building, 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.	N ^o . of Decks
<u>195</u>			<u>33</u>			<u>20</u>			<u>6</u>	<u>112</u>	<u>One</u>
(Dimensions of Ship per Register, length <u>198</u> breadth <u>33.4</u> depth <u>20.45</u>)											
Keel, if bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		
Keel, if plate iron, breadth and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<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>		<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		Ditto from Garboard to upper part of Bilges..		
Stem, if plate iron, breadth and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<u>11</u>		
Post, if bar iron, moulding and thickness	<u>7 1/2 x 3</u>		<u>7 1/2 x 3</u>		<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		
Post, if plate iron, breadth and thickness	<u>21</u>		<u>21</u>		<u>21</u>		<u>21</u>		<u>10</u>		
Space of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>21</u>		<u>21</u>		<u>21</u>		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Size of Angle Iron, single or double	<u>4 1/2</u> <u>3</u> <u>0</u>		<u>4 1/2</u> <u>3</u> <u>0</u>		<u>4 1/2</u> <u>3</u> <u>0</u>		<u>4 1/2</u> <u>3</u> <u>0</u>		" Sheerstrake, breadth and thickness		
Reversed Iron, to every frame	<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		<u>33 1/2</u> <u>12</u> <u>30</u> <u>11</u>		
Reversed Iron, to every alternate frame	<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		<u>3</u> <u>0</u> <u>0</u>		Butt Straps to outside plating, breadth and thickness		
Floors, depth and thickness of Floor Plate at mid line	<u>22</u> <u>9</u>		<u>22</u> <u>9</u>		<u>22</u> <u>9</u>		<u>22</u> <u>9</u>		<u>9 1/2</u> <u>6</u> <u>10 1/2</u> <u>7</u>		
Ditto ditto at Bilge Keelson	<u>15</u> <u>9</u>		<u>15</u> <u>9</u>		<u>15</u> <u>9</u>		<u>15</u> <u>9</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate	<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>34</u> <u>9</u> <u>20</u>		
Beams, Deck (N ^o . <u>55</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		Angle Iron on ditto		
Double or single Angle Iron, on upper edge	<u>3</u> <u>3</u> <u>6</u>		<u>3</u> <u>3</u> <u>6</u>		<u>3</u> <u>3</u> <u>6</u>		<u>3</u> <u>3</u> <u>6</u>		<u>5</u> <u>4</u> <u>8</u>		
Average space between	<u>alternate frames</u>		<u>alternate frames</u>		<u>alternate frames</u>		<u>alternate frames</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
Hold, or Lower Deck (N ^o . <u>54</u>)	<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		<u>8</u> <u>8</u>		<u>12</u> <u>9</u> <u>12</u>		
Double Angle Tee, Plate, or Bulb Iron	<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		Diagonal Tie Plates on ditto		
Double or single Angle Iron, on upper edge	<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		<u>3</u> <u>3</u> <u>7</u>		Planksheer, materials and scantlings		
Average space between	<u>alternate frames</u>		<u>alternate frames</u>		<u>alternate frames</u>		<u>alternate frames</u>		Waterway ditto ditto		
Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>Nil</u>		<u>Nil</u>		<u>Nil</u>		<u>Nil</u>		<u>Gutter funnals</u>		
Engine	<u>Nil</u>		<u>Nil</u>		<u>Nil</u>		<u>Nil</u>		Flat of Upper Deck, thickness and material		
Keelson, single or double plate, box, or intercostal	<u>16</u> <u>12</u>		<u>16</u> <u>12</u>		<u>16</u> <u>12</u>		<u>16</u> <u>12</u>		<u>3 1/2</u> <u>3 1/2</u>		
Size of Plates <u>Rider, about 100 ft long</u>	<u>9</u> <u>0</u>		<u>9</u> <u>0</u>		<u>9</u> <u>0</u>		<u>9</u> <u>0</u>		" how fastened to Beams		
Size of Angle Irons	<u>5</u> <u>4</u> <u>0</u>		<u>5</u> <u>4</u> <u>0</u>		<u>5</u> <u>4</u> <u>0</u>		<u>5</u> <u>4</u> <u>0</u>		<u>iron nut & 5/8" hole</u>		
Side, single or double plate, box, or intercostal	<u>3</u> <u>5</u> <u>2</u>		<u>3</u> <u>5</u> <u>2</u>		<u>3</u> <u>5</u> <u>2</u>		<u>3</u> <u>5</u> <u>2</u>		Ceiling betwixt Decks and in Hold, thickness and material		
Bilge (No. <u>one</u>) at each Bilge, single or double plate, or box	<u>4</u> <u>5</u> <u>0</u>		<u>4</u> <u>5</u> <u>0</u>		<u>4</u> <u>5</u> <u>0</u>		<u>4</u> <u>5</u> <u>0</u>		<u>Treen decks battens & hold 2 1/2 Red Pe</u>		

Dimensions, 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 funnals
The reverse angle irons on the floors extend in one length across the middle line from Keel to Hold St. A.I. on every frame
Keelson, how are the various lengths of plates or angle irons connected? Butt Straps
Plates, Garboard, double or rivetted to keel, double or also at upper edge, with rivets 7/8 ins.) diameter, averaging 2 1/4 ins.
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets 1/2 in.) diameter, averaging 3 ins.
Butts from Keel to turn of bilge, worked carvel with butt straps (11 1/2 / 16) thick, double or single rivetted; with rivets 1/2 in.) 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 1/2 / 16) thick, or clencher, double or single rivetted; with rivets 1/2 in.) diameter, averaging 3 in.) apart.
Do the butt straps lap over and rivet through the lands of the strake below? Yes at 1/2 in.
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 in.) diameter, averaging 3 ins.) apart. Breadth of laps in double rivetting 5 1/2 Breadth of laps in single rivetting ()
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
Waterway " " planksheer and to the Beams if necessary. Gutter funnals
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 Balm and Vaughan, and part Stockton Malleable, size 6 1/2
Manufacturer's name or trade mark 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

1869 455-0106

Workmanship. Are the lands or laps of the clenchwork 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 Mast & Boresprit of Iron, Looer & Topsail Yards of Steel
See the Sketch attached

twice "w. I. c" J. Hartness Sup $\frac{L}{11}$ twice "P. H. S" J. Hartness

[illegible]

Her Standing and Running Rigging *Complete* sufficient in size and *new*
 She has *two life* Long Boat and *Spinace and Rig*
 The present state of the Windlass is *Good* Capstan *2 1/2* and Rudder *good* Pumps

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Painted under O.V.</i>
No. <i>2215</i>	Surveys held	2nd.	On the plating during the progress of rivetting	<i>70 Surveyed 1869 May 13. 24. 27. Some</i>
Date <i>26th May 1869</i>	while building	3rd.	When the beams were in and fastened, and before the decks were laid	<i>7. 10. 14. 16. 22. 25. 30 July 5. 7. 9. 13</i>
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated	<i>16. 19. 21. 23. 27. 28 Aug. 7. 18. 23. 25. 28</i>
No. _____	Section 18.	5th.	After the ship was launched	<i>Oct 2. 4. 8. 11. 14. 16. 20. 22. 24. 27. 30. Oct 2. 5. 7. 9. 11. 12. 14. 15. 18. 30</i>
Date _____				<i>(Nov. 2. 3. 5. 6. 8. 10. 11)</i>

State if she has a Spar Deck No Poop Raised 2^d St or Forecastle Anchor (Nov. 23. 3)

General Remarks,

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 Stunger 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 $\frac{1}{2}$ " to $\frac{3}{4}$ " 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 past 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

The amount of the Fee£ 5 : " : " is received by me,

Nov 1949 Special£ 44: 6: "

Certificate (if required)£ " : " : "

Committee's Minute 1st November 1864

Character assigned

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Lloyd's Register
Foundation