

IRON SHIPS.

30806

No. Survey held at London Date 18 March 1870
 on the iron ship "Blackadder" Master John Robinson
 Tonnage under tonnage deck 182.34 Built at London When built 1869/70 Launched 1st Feb 1870
 Ditto of poop forecastle and upper deck 97.45 By whom built Maudslay & Sons Owners J. Willis & Sons
 Ditto of engine room 969.79 Sons & Fiddell London Destined Voyage Shanghai
 Total Register tonnage 181.29 Port belonging to London
 Gross tonnage 908.50 Surveyed while Building, Afloat, or in Dry Dock On the building ship and afloat

Feet. Inches.	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Horse.	N. of Decks
Length aloft 216	Extreme Breadth 35		21		Two
(Dimensions of Ship per Register, length 216 breadth 35.2 depth 20.5)					
Keel, if bar iron, depth and thickness.....	8x3	8x3	Plates in Garboard Strakes, breadth and thickness	38	136
" if plate iron, breadth and thickness	8x3	8x3	Ditto from Garboard to upper part of Bilges	46	46
Stem, if bar iron, moulding and thickness	8x3	8x3	" from upper part of Bilge to a perpendicular height from upper side of Keel of $\frac{1}{2}$ ths the entire depth of Hold	106	106
" if plate iron, breadth and thickness	8x3	8x3	" from $\frac{1}{2}$ ths depth of Hold to lower edge of Sheerstrake	96 and 3 $\frac{1}{2}$ 6	96 and 3 $\frac{1}{2}$ 6
Stern-post, if bar iron, moulding and thickness	8x3	8x3	" Sheerstrake, breadth and thickness	30x46	30x46
" " if plate iron, breadth and thickness	8x3	8x3	Butt Straps to outside plating, breadth and thickness	9 $\frac{1}{2}$ -96	8 $\frac{1}{2}$ 6
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	31x106	31x106
Frames, Size of Angle Iron, single or double, Reversed Iron, every frame	4 $\frac{1}{2}$ 3 86	4 $\frac{1}{2}$ 3 86	Angle Iron on ditto	23 $\frac{1}{2}$ 4 $\frac{1}{2}$ 96	23 $\frac{1}{2}$ 4 $\frac{1}{2}$ 96
Floors, depth and thickness of Floor Plate at mid line	3 3 76	3 3 76	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	4 $\frac{1}{2}$ 106	13 $\frac{1}{2}$ 96
" Ditto ditto at Bilge Keelson	4 $\frac{1}{2}$ 3 76	4 $\frac{1}{2}$ 3 76	Diagonal Tie Plates on ditto	13 $\frac{1}{2}$ 96	13 $\frac{1}{2}$ 96
" Size of Reversed Angle Iron, and No. one at top of Floor Plate	3 3 76	3 3 76	Planksheer, materials and scantlings	Iron Gather.	
Beams, Deck (No. one) double Angle Iron, at Alternat frames Plate, Tee, or Bulb Iron	9x96	8 $\frac{1}{2}$ x96	Waterway ditto ditto		
" " double or single Angle Iron, on Upper edge	9 $\frac{1}{2}$ 3 76	9 $\frac{1}{2}$ 3 76	Flat of Upper Deck, thickness and material	3 $\frac{1}{2}$ Danzic Deak	
" " average space between	42 m	42 m	" how fastened to Beams	1 $\frac{1}{2}$ 3 $\frac{1}{2}$ 3 $\frac{1}{2}$ in. Gen. bolts.	
" Hold, or Lower Deck (No. one) double Angle, Tee, Plate, or Bulb Iron	9x96	8 $\frac{1}{2}$ x96	Ceiling betwixt Decks and in Hold, thickness and material	Bilge and flat 3" thick	
" " double or single Angle Iron on Upper edge	9 $\frac{1}{2}$ 3 76	9 $\frac{1}{2}$ 3 76	Clamps or Spirketting ditto	Massing above 3 $\frac{1}{2}$ 2 $\frac{1}{2}$ Danzic Fin.	
" " average space between	42 m	42 m	Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	13 $\frac{1}{2}$ 96	13 $\frac{1}{2}$ 96
" Paddle, sided and moulded, thickness of Plate size of Angle-Iron			Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	13 $\frac{1}{2}$ 96	13 $\frac{1}{2}$ 96
" Engine			Stringers in Hold	5 $\frac{1}{2}$ 4 $\frac{1}{2}$ 96	5 $\frac{1}{2}$ 4 $\frac{1}{2}$ 96
Keelson, single or double plate, box, or intercostal Size of Plates	16x136	15 $\frac{1}{2}$ x136	Flat of Lower Deck, thickness and material	3 mrd Danzic Deak -	
" Size of Angle Irons	5 4 $\frac{1}{2}$ 96	5 4 $\frac{1}{2}$ 96	Main piece of Rudder, diameter at head	5 $\frac{1}{2}$ 3	5 $\frac{1}{2}$ 3
" Side, single or double plate, box, or intercostal Lee Remarks on other side	5 4 $\frac{1}{2}$ 96	5 4 $\frac{1}{2}$ 96	" " " " at heel	3	3
" Bilge (No. one) at each Bilge, single, or double, plate, or box	5 4 $\frac{1}{2}$ 96	5 4 $\frac{1}{2}$ 96	(Can the Rudder be unshipped afloat Yes)		
Transoms, material iron or, if none, in what manner compensated for.			Bulkheads, N. one Thickness of 7 $\frac{1}{2}$ m		
Knight-heads, and Hawse Timbers			" Height up to upper deck and forward		
The Frames extend in one length from keel to gunwale			" how secured to the sides of the ship by single frames and brackets		
The reverse angle irons on the floors extend in one length across the middle line from to height of lower deck beams.			" size of vertical angle irons 5 $\frac{1}{2}$ 7 $\frac{1}{2}$ and their distance apart 30 m		
" " " on the frames " from keel to gunwale			riveted through plates with (7 $\frac{1}{2}$ in.) rivets, about (5 $\frac{1}{2}$) apart.		
Keelson, how are the various lengths of plates or angle irons connected? by butt straps double riveted and angle shifted.					
Plates, Garboard, double or riveted to keel, double or at upper edge, with rivets (7 $\frac{1}{2}$ ins.) diameter, averaging (4 $\frac{1}{2}$ in.) apart.					
" Edges from Garboards to upper part of bilge, worked clencher, double or single riveted; with rivets (7 $\frac{1}{2}$ in.) diameter, averaging (3 ins.) apart.					
" Butts from Keel to turn of bilge, worked carvel with butt straps (7 $\frac{1}{2}$ 7 $\frac{1}{2}$) thick, double or single riveted; with rivets (7 $\frac{1}{2}$ in.) diameter, averaging (3 ins.) apart.			Do the butt straps lap over and rivet through the lands of the stave below? No		
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (7 $\frac{1}{2}$ in.) diameter, averaging (3 ins.) apart.			Do the butt straps lap over and rivet through the lands of the stave below? No		
" Edges of Sheerstrake, double or single riveted? At upper edge single to main bulkhead. At lower edge double.					
" Butts from bilge to plankshears, worked carvel with butt straps (7 $\frac{1}{2}$ 7 $\frac{1}{2}$) thick, double or single riveted; with rivets (7 $\frac{1}{2}$ in.) diameter, averaging (3 ins.) apart. Breadth of laps in double riveting (7 $\frac{1}{2}$ 7 $\frac{1}{2}$) Breadth of laps in single riveting (7 $\frac{1}{2}$ 7 $\frac{1}{2}$)					
Butt Straps of Keelsons, Stringer and Tie Plates, double or single riveted?			All double		
Plankshears, how secured to the plating of the sides Explain by sketch					
Waterway " " plankshears and to the Beams if necessary.					
Deck Beams, how secured to the side? by back plates forged out of solid bar iron and riveted to frames					
Hold or Lower Deck ditto					
Paddle all fore and aft bars connected at ends by No. of breasthooks and crutches					
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Frazer Roberts & Co.					
Manufacturer's name or trade mark Frazer Roberts & Co.					
We certify that the above is a correct description of the several particulars therein given. J. Willis & Sons					
Builder's Signature Maudslay	Lewis Miller	Surveyor's Signature			

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 riveted 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 fay 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? Solid

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? Very few and in butts 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.)

Tire, Main, and Mizzen Masts and Bowsprit of iron two plates in the round 3 $\frac{1}{2}$ to 3 $\frac{1}{4}$ thick. The fore and main have four stiffeners in each Mizzen Mast and Bowsprit each composed of angle irons 3 $\frac{1}{2}$ x 3 $\frac{1}{4}$. The three lower yards are also of iron two plates in the round fore and main 3 $\frac{1}{2}$ at gongs, 3 $\frac{1}{4}$ at yard arms, cross-jack yards 3 $\frac{1}{2}$ at sides, 3 $\frac{1}{4}$ at yard arm, and the two former have three stiffeners in each of 2 $\frac{1}{2}$ x 3 $\frac{1}{4}$ to 3 $\frac{1}{2}$. The whole are riveted in leaded.

She has SAILS. CABLES, &c.

No.	Fore Sails,	Cables, &c.	Fathoms.	Inches.	Tested to Tons.	Rope & Sights	N°.	Weight.	Tested to Tons.
	Chain	Hawthorn Lee	150	1 $\frac{1}{2}$ to 3 $\frac{1}{4}$	57 $\frac{1}{2}$	Bowers,	1	4495	27.3.21.27.1.2
	Dec 1770 Jan 1770	150	1 $\frac{1}{2}$ to 3 $\frac{1}{4}$	3	57 $\frac{1}{2}$	19 $\frac{1}{2}$ -	2	4520	27.3.14.27.0.2
	Brigantine Stream Cable	150	90	6 $\frac{1}{2}$	-	13 $\frac{1}{2}$ -	3	4509	23.0.21.23.5.2
				90	11				
				90	10				
				90	6				
		All of							
		and							

Her Standing and Running Rigging of Iron and Hemp sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good. Capstan one and Rudder good. Pumps two of iron Red paint and Red's Emerson and Walkers patent Captain. None Kneel in fore compartment.

- Order for Special Survey DATES of
No. Surveys held 1st. On the several parts of the frame, when in place, and before the plating was wrought Trade, "Special
Date while building 2nd. On the plating during the progress of rivetting Survey down
Order for Ordinary Survey as per 3rd. When the beams were in and fastened, and before the decks were laid The whole time
No. Section 18. 4th. When the ship was complete, and before the plating was finally coated of building.
Date 5th. After the ship was launched

State if she has a Spar Deck No Poop Yes or Forecastle Yes.

General Remarks,

This Vessel is well built and is fitted with a full Poop and forecastle. The beams of the former are of angle irons 4 $\frac{1}{2}$ x 3 $\frac{1}{4}$ x 3 $\frac{1}{2}$ the breast beam being double, fore and aft beams of bolt iron 7 $\frac{1}{4}$ x 3 $\frac{1}{2}$ with double angle irons on upper edge of 3 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 3 $\frac{1}{2}$ flat of decks of Dartmoor pine 3 in thick. outside plating to each 3 $\frac{1}{2}$ thick, full, the poop plating rounded at the sides.

The whole of the Floor-Plates (where made in two lengths) have double butt straps. An intermediate keelson is fitted between the main and bilge-keelsons composed of double angle irons 5 $\frac{1}{2}$ x 3 $\frac{1}{2}$ back to back, and extending from fore mast to Mizzen mast the waterway on the lower deck is an iron gutter.

And in all other respects she is built in accordance with the Rules and Table of 1800 tons under deck and "Full Grade".

What manner are the surfaces preserved from oxidation? Inside Portland Cement and Paint Outside Red Lead and Peacock's Preparation

I am of opinion this Vessel should be Classed F.A.I.

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

Special £ 15 : 8 : -

Certificate (if required) £ : :

Committee's Minute 17th May 1800

Character assigned A. J. G.

I am of opinion this Trading ship built in iron is eligible for Registration as recommended above. The Committee will please assure the Master, owners, &c. that the plating is of the best quality, and by circular rule of 1800 tons to have an Inspection performed April 20th 1800

Lloyd's Register Foundation