

IRON SHIPS.

No. 10061 Survey held at Sunderland Date 27th March Recd 30/3/71
 on the Iron Steamer "S. J. Spence" Master J. Blumer
 Tonnage under tonnage deck 495.20 Built at Sunderland When built 1840 Launched 21 March 1841
 Ditto of quarter deck 24.25
 Ditto of poop, forecastle, &c. 11.65
 other erections on upper deck
 Ditto of spar deck 537.13 By whom built J. Blumer & Co Owners S. J. Spence
 Ditto of engine room Crew space 17.60
 Gross tonnage, less crew space
 Total Register tonnage, as cut on beam 519.53 Port belonging to Malta Destined Voyage Malta Building
 If Surveyed while Building, Afloat, or in Dry Dock Malta 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. of Decks
160	-		28	-		17	-				one
(Dimensions of Ship per Register, length <u>159.4</u> breadth <u>44.15</u> depth <u>14</u>)											
Keel, if bar iron, depth and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		Plates in Garboard Strakes, breadth and thickness		
" if plate iron, breadth and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		Ditto from Garboard to upper part of Bilges		
Stem, if bar iron, moulding and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		
" if plate iron, breadth and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		" from 3/4ths depth of Hold to lower edge of Sheerstrake		
Stern-post, if bar iron, moulding and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		" Sheerstrake, breadth and thickness		
" if plate iron, breadth and thickness	8 x 2 1/2		Inches in Ship.	8 x 2 1/2		Inches required per Rule.	8 x 2 1/2		Butt Straps to outside plating, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		Inches in Ship.	21		Inches required per Rule.	21		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		
Frames, Size of Angle Iron, single or double	3 1/2 x 2 3/4		Inches in Ship.	3 1/2 x 2 3/4		Inches required per Rule.	3 1/2 x 2 3/4		Angle Iron on ditto		
Reversed Iron, if to every frame	2 3/4 x 2 1/2		Inches in Ship.	2 3/4 x 2 1/2		Inches required per Rule.	2 3/4 x 2 1/2		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		
on every alternate frame above	18 1/2		Inches in Ship.	18 1/2		Inches required per Rule.	18 1/2		Diagonal Tie Plates on ditto		
Floors, depth and thickness of Floor Plate at mid line	18 1/2		Inches in Ship.	18 1/2		Inches required per Rule.	18 1/2		Planksheer, materials and scantlings		
" Ditto ditto at Bilge Keelson	6 1/2		Inches in Ship.	6 1/2		Inches required per Rule.	6 1/2		Waterway ditto ditto		
" Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 3/4 x 2 1/2		Inches in Ship.	2 3/4 x 2 1/2		Inches required per Rule.	2 3/4 x 2 1/2		Flat of Upper Deck, thickness and material		
Beams, Deck (No. 43) double Angle Iron, Plate, Tee, or Bulb Iron	7		Inches in Ship.	7		Inches required per Rule.	7		" how fastened to Beams		
Including Bulbheads	2 3/4 x 2 1/2		Inches in Ship.	2 3/4 x 2 1/2		Inches required per Rule.	2 3/4 x 2 1/2		Ceiling betwixt Decks and in Hold, thickness and material		
" double or single Angle Iron, on Top edge	42		Inches in Ship.	42		Inches required per Rule.	42		Clamps or Spirketting ditto		
" average space between	42		Inches in Ship.	42		Inches required per Rule.	42		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		
" Hold, or Lower Deck (No. 29) double Angle, Tee, Plate, or Bulb Iron	7		Inches in Ship.	7		Inches required per Rule.	7		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		
Including Bulbheads	2 3/4 x 2 1/2		Inches in Ship.	2 3/4 x 2 1/2		Inches required per Rule.	2 3/4 x 2 1/2		Stringers in Hold		
" double or single Angle Iron, on Top edge	42		Inches in Ship.	42		Inches required per Rule.	42		Flat of Lower Deck, thickness and material		
" average space between	42		Inches in Ship.	42		Inches required per Rule.	42		Main piece of Rudder, diameter at head		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	8		Inches in Ship.	8		Inches required per Rule.	8		" at heel		
" Engine	4		Inches in Ship.	4		Inches required per Rule.	4		(Can the Rudder be unshipped afloat)		
Keelson, single or double plate, box, or intercostal	18 1/2		Inches in Ship.	18 1/2		Inches required per Rule.	18 1/2		Bulkheads, No. 1 Thickness of		
" Size of Plates	8		Inches in Ship.	8		Inches required per Rule.	8		" Height up		
" Size of Angle Irons	4		Inches in Ship.	4		Inches required per Rule.	4		" how secured to the sides of the ship		
" Side, single or double, plate, box, or intercostal	4		Inches in Ship.	4		Inches required per Rule.	4		" size of vertical angle irons and their distance apart		
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	4		Inches in Ship.	4		Inches required per Rule.	4		The Frames extend in one length from		
Transoms, material	Iron		or, if none, in what manner compensated for.								
Knightheads, and Hawse Timbers	Iron		The reverse angle irons on the floors extend in one length across the middle line from								
The Frames 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	on every frame up to above angle		Iron on lower Hold Beam Stringer & on alternate frames - to up to Gunwale								
" " " on the frames	from		Keelson, how are the various lengths of plates or angle irons connected?								
Plates, Garboard, double or	rivetted to keel, double		at upper edge, with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.								
" Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.		Butts from Keel to turn of bilge, worked carvel with butt straps (10 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.								
" Butts from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.		Do the butt straps lap over and rivet through the lands of the strake below? Alternate Strakes								
" Edges of Sheerstrake, double or single rivetted? At upper edge	double or single rivetted? At lower edge		Butts from bilge to planksheers, worked carvel with butt straps (10, 24 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)								
" Butts from bilge to planksheers, worked carvel with butt straps (10, 24 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.	double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.		Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)								
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double		Planksheer, how secured to the plating of the sides								
Planksheer, how secured to the plating of the sides	Explain by sketch		Waterway " " planksheer and to the Beams								
Deck Beams, how secured to the side?	Rivetted to Frames & Stringer Plates		Hold or Lower Deck ditto								
Paddle " "	No. of breasthooks		crutches								
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?	Pattern & Master Iron		Manufacturer's name or trade mark								
Manufacturer's name or trade mark	Sunderland Malleable Iron Co. & Anglo & Bulb Iron Co. & S. J. Spence		We certify that the above is a correct description of the several particulars therein given.								
Builder's Signature	John Blumer & Co		Surveyor's Signature								
Surveyor's Signature	Senhouse Martindale		Lloyd's Register Foundation								

8864 Iron

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? Well fitted
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid pieces
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes generally 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 Fore & Main Masts & Bowsprit are of Iron in this plate 3/16, treated with thick. Edges double rivetted, Butts treble rivetted, except near the ends which are double, Doubling Plate at Heaves. 2 1/2" diameter.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	270	1 7/16	37-4-00	17 1/16	37 3/16	Bowers	3	18-0-00	17-4-1-14	18-0-00	18-0-00
2	Fore Top Sails,	WTCB 3 1/2						WTCB 3 1/2		18-0-14	17-2-0-21	18-1-0	18-1-0
2	Fore Topmast Stay Sails	35-69 1246 } <i>Signed John Harbison Superintendent</i>								18-1-20	16-15-3-0	15-1-6	16-1-20
1	Main Sails,	Hempen Stream Cable	60	13 1/16		13		Stream	1	8-0-77			
2	Main Top Sails,	Hawser	90	7		14							
		Towlines	90	4				Kedges	2	4-0-14			
		Warp								2-0-10			
	and <i>some other parts</i> All of <i>best</i> quality.												
	Her Standing and Running Rigging <u>Complete</u> sufficient in size and <u>new</u> in quality.												
	She has <u>1</u> Long Boat and <u>1</u> <i>stuffed</i> <u>Life</u>												
	The present state of the Windlass is <u>Eng. 1st</u> Capstan <u>2</u> <i>1st</i> and Rudder <u>Good</u> Pumps <u>2</u> of Metal <u>good</u>												

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 8th 87
 No. 2252 Surveys held 2nd. On the plating during the progress of rivetting Carried 1849 Nov 30 Dec 8 10 11 12 20 22 70 Jan 4 7
 Date 13 Jan 1870 while building 3rd. When the beams were in and fastened, and before the decks were laid 1849 19 21 24 26 28 31 Feb 4 8 11 15 17 21 23 25
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated 20 21 24 26 28 31 17 21 23 25 28 31 April 8 12
 No. 1 Section 18. 5th. After the ship was launched 11-20-22-25 May 3 5 19 June 13 Aug 8 24 Sept 20 Oct 6 13 15 21 23 27
 Date 13 Jan 1870

State if she has a Spar Deck No (Half Poop about 37 ft long) or Forecastle Monkey Forecastle or Anchor St

General Remarks,

This vessel when commenced was intended to have been built under the old Rules, and was part-plated when the Committee's Circular dated Jan 6. 1870. No 248 was issued, allowing to reduction in the outside Plating, and the Builder took advantage of the reduction allowed in the plating not then on the ship. Viz. the Harbour Shakes. Sheerstrakes & Topriders, 11 Plates of the Sheerstrakes being a little thin were allowed to remain by treble rivetting the Butts &c. See the Secretary's letter of March 12th 1870. All the Edges of outside plating are double rivetted except two edges below the Sheerstrake which are single. The reduced thickness of part of the outside plating will prevent the Committee from giving her the Asterisk.

In what manner are the surfaces preserved from oxidation? Inside Red Paint & Cement in Cotton
 Ditto ditto Outside Red Paint

I am of opinion this Vessel should be Classed A1

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

Special£ 25 : 19 : "

Certificate (if required)£ : : : "

Committee's Minute 31st March 1871

Character assigned A1

without asterisk

A8CE

JRW

I have examined this ship and am of opinion that she is fit to be classed as A1 without the asterisk - 30/1/71

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