

IRON OR STEEL SHIP.

(Received at London Office) 8933 1890

No. 8933 Survey held at Newport-Mon Date of writing Report 13 March 1890 Port of Newport-Mon Date, First Survey 12 Feb? Last Survey 1 March 1890 On the Iron S.S. "Blythwoode" Rig Schooner

TONNAGE under Tonnage Deck 949 Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk. Total under Upper Dk. 949 Do. of Poop Do. of Raised Qr. Dk. or Break Do. of Bridge House Do. of Houses on Deck Do. of excess of Hatchways Do. of Forecastle Gross Tonnage 1214 Less Crew Space Less Engine Room Register Tonnage as cut on Beam 770

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Half Breadth (moulded) Depth from upper part of Keel to top of Upper Deck Beams Girth of Half Midship Frame (as per Rule) 1st Number 1st Number, if a 3-Decked Vessel deduct 7 feet Length 2nd Number Proportions— Breadths to Length Depths to Length— Upper Deck to Keel Main Deck ditto

Master Gibson Year of appointment 1888 (1) As master in service of owner of present vessel—1888 (2) As master of this vessel—1888 Built at West Hartlepool When built 1870 Launched May By whom built Denton Gray & Co Owners Watts Ward & Co Managers (If desired to be entered in Reg. Book.) Residence London Port belonging to London Destined Voyage Decided. If Surveyed while Building, Afloat, or in Dry Dock. while in dry dock & afloat.

LENGTH 1 deck as per Rule 230 Breadth—Moulded 32 DEPTH top of Floors to Upper Deck Beams 17.2 Do. do. Main Deck Beams 18.2 Moulded depth 18.2 Power of Engines 120 Horse. No. of Decks with flat laid One No. of Tiers of Beams Two

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness			Flat Keel Plates, breadth and thickness		
STEM, moulding and thickness			PLATES in Garboard Strakes, br'dth & thickness		
STERN-POST for Rudder do. do.			From Garboard to upper part of Bilges		
" " for Propeller			Of d'bling at Bilge, or increased thickness, and length applied		
Distance of Frames from moulding edge to moulding edge, all fore and aft			From up. prt of Bilge to l.r. edge of Sh'rstrake		
FRAMES, Angle Iron, for 1/2 length amidships			Main Sheerstrake, breadth and thickness		
Do. for 1/4 at each end			Of d'bling at Sh'stk. & lng. applied		
REVERSED FRAMES, Angle Iron			From M'n. to Up. or Spar Dk. Sh'rstrake		
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships			Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss		
" thickness at the ends of vessel			Butt Straps to outside plating, breadth & thickness		
" depth at 3/4 the half-bdth. as per Rule			Lengths of Plating		
" height extended at the Bilges			Shifts of Plating, and Stringers		
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		
Single or double Angle Iron on Upper edge			Angle Iron on ditto		
Average space			Tie Plates fore and aft, outside Hatchways		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams No. of Pairs		
Single or double Angle Iron, on Upper Edge			Flat of Up., Spar, or Awning Dk. riveted		
Average space			How fastened to Beams		
BEAMS, Lower Deck—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?		
Average space			Angle Irons on ditto, No.		
BEAMS, Hold, or Orlop—Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Tie Plates, outside Hatchways		
Single or double Angle Iron on Upper Edge			Diagonal Tie Plates on Beams, No. of pairs		
Average space			Flat of Middle Deck* do. do.		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates			How fastened to Beams		
" Rider Plate			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" Bulb Plate to Intercoastal Keelson			Is the Stringer Plate attached to the outside plating?		
" Angle Irons			Angle Irons on ditto, No.		
" Double Angle Iron Side Keelson			Stringer or Tie Plates, outside Hatchways		
" Side Intercoastal Plate			Flat of Lower Deck*		
" do. Angle Irons			Ceiling betwixt Decks, thickness and material		
" Attached to outside plating with angle iron			" in hold do. do.		
BILGE Angle Irons			Main piece of Rudder, diameter at head do. at heel		
" do. Bulb Iron			Can the Rudder be unshipped afloat?		
" do. Intercoastal plates riveted to plating for length			Bulkheads No. No. per Rule		
BILGE STRINGER Angle Irons			" Thickness of		
Intercoastal plates riveted to plating for length			Height up		
SIDE STRINGER Angle Irons			How secured to sides of ship		
			" Size of Vertical Angle Irons and distance apart		
			Are the outside Plates doubled two spaces of Frames in length?		

The FRAMES extend in one length from to Riveted through plates with in. Rivets, about apart. The REVERSED ANGLE IRONS on floors and frames extend middle line to and to alternately KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? And butts properly shifted? PLATING. Garboard, double riveted to Keel, with rivets in. diameter, averaging ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets in. diameter, averaging ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets in. diameter averaging ins. from centre to centre. Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect. Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets in. diameter, averaging ins. from cr. to cr. Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets in. diameter, averaging ins. from cr. to cr. Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships. Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length. Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, Crutches, What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Manufacturer's name or trade mark, The above is a correct description. Builder's Signature, Surveyor's Signature, John H. Heck Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Are the fillings between the ribs and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Do any rivets break into or through the seams or butts of the plating? Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name. State also Length and Diameter of Lower Masts and Bowsprit

Number for Equip- ment	Letter for do.	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.			Weight Ex. Stock. which Anchors are Stockless.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
		Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and						
N ^o .	SAILS.													
	Fore Sails,													
	Fore Top Sails,													
	Fore Topmast Stay Sails,	Iron Stream Chain or Steel Wire ..												
	Main Sails,	Hempen Str'm Cable												
	Main Top Sails, and quality	TOWLINE— Hemp or Steel Wire												
		Hawser												
		Warp.....												

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed? Hatches, If strong and efficient?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured.... What arrangement for shifting beams?

Order for Special Survey No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought }
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid.... }
Date		4th. When the ship was complete, and before the plating was finally coated or cemented.. }
No. in builder's yard.		5th. After the ship was launched and equipped

State dates of letters respecting this case Classing letter 11-30-90 - S. Total No. of Visits

General Remarks (State quality of workmanship, &c.)

See Newport Rep 8926

How are the surfaces preserved from oxidation? Inside Cement & paint Outside paint

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft, Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) One

Material of dks. If spar, awn. dk., &c. Material of spar, awn. dk., &c. ; No. of tiers of beams (with and without dks. laid) Two

Official No. ; Signal Letters If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed See Npt Rep 8926.

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

Special£ : : 18 }

(to be sent as per margin). Certificate ... (Travelling Expenses, if any. £).

Committee's Minute

Character assigned

John H Heck.
Surveyor to Lloyd's Register of British and Foreign Shipping.