

IRON SHIP

No. 15341 Survey held at *Blyth*Date, First Survey *11 May 1880*Last Survey *14 April 1881*

18

On the *Iron Screw Steamer "Plessey" (Scholar Rig)*Master *...*TONNAGE under Tonnage Deck *1654.48*ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.Ditto of Third Spar, or Awning Deck *59.28*HALF BREADTH (moulded) *17.10 1/4*Ditto of Poop, or Raised Or. Dk. *28.51*DEPTH from upper part of Keel to top of Upper Deck Beams *24.11*Ditto of Houses on Deck *11.28*GIRTH of Half Midship Frame (as per Rule) *37.10 1/2*Ditto of Forecastle *17.53.55*1st NUMBER *80.8 1/4*Gross Tonnage *1682.34*1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *73.8 1/4*Less Crew Space *561.14*LENGTH *253.7*Less Engine Room *1121.20*2nd NUMBER *18.685*Register Tonnage as out on Beam *1121.20*PROPORTIONS—Breadths to Length *7.08*Depths to Length—Upper Deck to Keel *10.17*Main Deck ditto *14.58*Built at *Blyth*When built *1881* Launched *2nd March 1881*By whom built *Hodgson & Sons*Owners *Men^r Watts & Ward*Port belonging to *London*Destined Voyage *Genoa*

If Surveyed while Building, Afloat, or in Dry Dock.

While building

LENGTH on deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
<i>253</i>	<i>7</i>		<i>35</i>	<i>9 1/2</i>		<i>23</i>	<i>9</i>		<i>140</i>		<i>2</i>	<i>3</i>

Dimensions of Ship per Register, length, *256.0* breadth, *36.1* depth, *23.0*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2
STEM, moulding and thickness	8 1/2	2 1/2	8 1/2	2 1/2	8 1/2	2 1/2	8 1/2	2 1/2	8 1/2	2 1/2	8 1/2	2 1/2
STERN POST for Rudder do. do.	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2
" " for Propeller	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2	9 1/2	4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24		24		24	
FRAMES, Angle Iron, for 2/3 length amidships	5	3	8	5	3	8	5	3	8	5	3	8
Do. for 1/3 at each end	5	3	7	5	3	7	5	3	7	5	3	7
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23		9	23		9	23		9	23		9
" thickness at the ends of vessel	11 1/2		7	11 1/2		7	11 1/2		7	11 1/2		7
" depth at 3/4 the half-bdth. as per Rule	4 1/2		7 1/2	4 1/2		7 1/2	4 1/2		7 1/2	4 1/2		7 1/2
" height extended at the Bilges	7 1/2		7	7 1/2		7	7 1/2		7	7 1/2		7
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	6	3	3	6	3	3	6	3	3	6
Single or double Angle Iron on Upper edge	4 1/2		8	4 1/2		8	4 1/2		8	4 1/2		8
Average space	24		24	24		24	24		24	24		24
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	9 1/2		9	9 1/2		9	9 1/2		9	9 1/2		9
Single or double Angle Iron, on Upper Edge	4	4	8	4	4	8	4	4	8	4	4	8
Average space	17		12	17		12	17		12	17		12
BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	10 3/4		12	10 3/4		12	10 3/4		12	10 3/4		12
Single or double Angle Iron on Upper Edge	5	4	9	5	4	9	5	4	9	5	4	9
Average space	5	4	9	5	4	9	5	4	9	5	4	9
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	5	4	9	5	4	9	5	4	9	5	4	9
" Rider Plate	5	4	9	5	4	9	5	4	9	5	4	9
" Bulb Plate to intercostal Keelson	5	4	9	5	4	9	5	4	9	5	4	9
" Angle Irons	5	4	9	5	4	9	5	4	9	5	4	9
" Double Angle Iron Side Keelson	5	4	9	5	4	9	5	4	9	5	4	9
" Side Intercostal Plate	5	4	9	5	4	9	5	4	9	5	4	9
" do. Angle Irons	5	4	9	5	4	9	5	4	9	5	4	9
" Attached to outside plating with angle iron	5	4	9	5	4	9	5	4	9	5	4	9
BILGE Angle Irons	8 1/2		8	8 1/2		8	8 1/2		8	8 1/2		8
" do. Bulb Iron	5	4	9	5	4	9	5	4	9	5	4	9
" do. Intercostal plates riveted to plating for length	5	4	9	5	4	9	5	4	9	5	4	9
BILGE STRINGER Angle Irons	5	4	9	5	4	9	5	4	9	5	4	9
Intercostal plates riveted to plating for 1/2 length	5	4	9	5	4	9	5	4	9	5	4	9
SIDE STRINGER Angle Irons	5	4	9	5	4	9	5	4	9	5	4	9

Transoms, material. Knight-heads. Hawse Timbers. *Iron*Windlass *Harfield Patent Fall Bitt*The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *7/8* in. Rivets, about *7*" apart.The REVERSED ANGLE IRONS on floors and frames extend from *Keel* middle line to *Upper Deck Stringer* and to *Middle Deck* alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*PLATING. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *7/8* in. diameter, averaging *1 1/2* ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3* ins. from centre to centre.Butts of *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *7/8* in. diameter, averaging *3 3/8* ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for *1/2* length amidships.Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single rivetingButt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes*

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? *By Welded & Bracketed Frames* No. of Breasthooks, *5* Crutches, *5*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Men^r Hawk's Brand*Manufacturer's name or trade mark, *James & Men^r Norman Long*

The above is a correct description.

Builder's Signature, *Hodgson & Sons* Surveyor's Signature, *W. D. Williams*

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

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed*
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*
Are the fillings between the ribs and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *Sound Wood* in *good* 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 *Foremast 74 feet long & Main Mast 67 feet long*
Foremast 23' dia & Main 20 1/2' dia in two plates in the round edges double rivet
& butts tieble plates 5 to 6 thick & doubled in way of wedging

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	1	30.2.10	29.1.3.14	30.0.0	
N ^o .	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	30.0.0	28.14.1.14	30.0.0	
	Chain	240	1 1/4	55.2.2.0	1 3/4			1	25.2.25	25.0.0.14	24.3.10	
	Fore Sails,											
	Fore Top Sails,	90	1 1/8	13 1/2 x 27	1 1/8							
	Fore Topmast Stay Sails,	90	1 1/8		1 1/8		Stream	...	1	4.2.22	11.15.2.14	9.2.0
	Hawser ...	90	4 1/2		4 1/2		Kedge	...	1	4.3.2	7.2.0.0	4.3.0
	Main Sails,	90	4				Ditto	...	1	1.2.0	5.2.2.0	2.2.0
	Main Top Sails,	90	6 1/2									
	and <i>Span dials</i> quality <i>good</i>											

Standing and Running Rigging *hempen* sufficient in size and *good* in quality. She has *2* *Life* Boats and *2* others

The Windlass is *Efficient* Capstan *good* and Rudder *Efficient* Pumps *in each compartment (4) 4 inch*

Engine Room Skylights. How constructed? *Am Cummings with oak wood* How secured in ordinary weather? *Leadanted screw bolts*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings. How constructed? *Am Cummings* How are lids secured? *Am bars* Height above deck? *2 feet*

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

Cargo Hatchways. How formed? *Am Cummings*

State size Main Hatch *24.0' x 12.0'* Forehatch *8.0' x 8.0'* Quarterhatch *16.0' x 12' after 12.0' x 12.0'*

If of extraordinary size, state how framed and secured? *Good & after with solid hatch*

What arrangement for shifting beams? *Over web plates*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1440</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1880 May 11 July 2. 16. Aug 7. 13. 16. 25. 28.
Date <i>26 April 180</i>	2nd. On the plating during the process of riveting	Sept 2. 9. 15. 23 Oct 4. 16. 21. 30 Nov 8. 25.
Order for Ordinary Survey No. <i>-</i>	3rd. When the beams were in and fastened, and before the decks were laid...	Dec 8. 15. 21
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	1881 Jan 11. 12. 21. Feb 1. 4. 9. 18. 21. March 7. 18. 22. 28.
No. <i>27</i> in builder's yard.	5th. After the ship was launched and equipped	April 5. 7. 12. 14

General Remarks (State quality of workmanship, &c.) *This Vessel has been built under in conformity with the Rules & Midship Section & longitudinal plans herewith appended*

The Workmanship & Materials are of good quality
The Waterballast Tanks have been tested as required by the Rules & found satisfactory
The Pumping arrangements are fitted as shown on approved pumping plans attached. at the request of the owner representatives, no sluices have been fitted to the fore bulkhead to the Engine & Boiler Room in consequence of the top of the ballast tank being above the line of ceiling in the fore hold. See letter from the owner herewith appended

Open Bridge 40 ft midship 29 ft 29.6 *114 feet in 2 tanks*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement & Red Lead* Outside *Red Lead Paint*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ 5 : - : - is received by me, *W. S.*

May 1881 Special ... £ 67 : 1 : - *10th May 1881*

Certificate *frat* - : - : -

(Travelling Expenses, if any, £ 4. 4. 0).

Committee's Minute *Friday, May, 13th 1881.*

Character assigned *100 A 1*

Lloyd's Register

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

This vessel is built in accordance with the rules and appears to be classed - 100 A 1 as required.

3 Tons Buns

2 Tons

1 Tons

Lloyd's Register Foundation

plates in steam

making pressure by

at plates at bottom