Dundonald 18533

IRON SHIP.

(Received at London Office) THURS 9 JULY 1885

No. 18532 Survey held at Blyth Date, First Survey 5th Feby Last Survey 23rd June 1885

On the Iron Screw Steamer ~~"Edendale"~~ (Scr rigged)

TONNAGE	
under Tonnage Deck	417·58
Ditto of Third, Spar, or Awning Deck	
Ditto of ~~Poop, or~~ Raised Qr. Dk.	61·97
Ditto of Houses on Deck	27·79
Ditto of Forecastle	18·3
Excess of Hatches	6·86
Gross Tonnage	532·5
Less Crew Space	24·95
Less Engine Room	170·4
Register Tonnage as cut on Beam	337·15

ONE, ~~OR TWO~~ DECKED, ~~THREE DECKED VESSEL, SPAR, OR AWNING DECKED~~ VESSEL.

	Feet.
Half Breadth (moulded)	12·93
Depth from upper part of Keel to top of Upper Deck Beams	13·42
Girth of Half Midship Frame (as per Rule)	23·55
1st Number	49·9
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	163·9
2nd Number	8178
Proportions— Breadths to Length	6·3
Depths to Length—Upper Deck to Keel	12·2
Main Deck ditto	

Master James H Lawson

Built at Blyth

When built 1885 Launched 28th May

By whom built Blyth Iron Shipb'g Co

Owners C Irving & Co

Residence Newcastle

Port belonging to Newcastle

Destined Voyage Gothenburg

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

Repaired 30/6/85 sent to Com 8/7/85

LENGTH on deck as per Rule	Feet 163	Inches 11	BREADTH— Moulded	Feet 25	Inches 11	DEPTH top of Floors to Upper Deck Beams / Do. do. Main Deck Beams	Feet 12	Inches 3	Power of Engines	Horse 80	Nº. of Decks with flat laid one / Nº. of Tiers of Beams one

Dimensions of Ship per Register, length, 165·8 breadth, 26·15 depth, 12·4 Moulded depth 12-11½

	Inches in Ship			Inches per Rule		
KEEL, depth and thickness	7½ x 1⅞			7½ x 1½		
STEM, moulding and thickness	6½ x 1⅞			6½ x 1⅞		
STERN-POST for Rudder do. do.	6½ x 3½			6½ x 3½		
" " for Propeller	6½ x 3¾			6½ x 3¾		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21			21		
	(Class 100A)					
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship	Inches per Rule	Inches per Rule	16ths per Rule
FRAMES, Angle Iron, for ½ length amidships	3	3	6	3	3	6
Do. for ¼ at each end			5			5
REVERSED FRAMES, Angle Iron	2½	2½	5	2½	2½	5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14		6	14		6
" thickness at the ends of vessel			5			5
" depth at ¾ the half-bdth. as per Rule	7			7		
" height extended at the Bilges	Twice midship depth					
BEAMS, Upper, ~~Spar, or Awning~~ Deck Single ~~or d'ble~~ Ang. Iron, ~~Plate or Tee Bulb Iron~~ ~~Single or double Angle Iron on Upper edge~~	5	3	6	5	3	6
Average space	21			21		
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	✓					
Single, or double Angle Iron, on Upper Edge	✓					
Average space	✓					
BEAMS, Lower Deck— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	✓					
Single or double Angle Iron on Upper Edge	✓					
Average space	✓					
BEAMS, Hold, or Orlop— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	✓					
Single or double Angle Iron on Upper Edge	✓					
Average space	✓					
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates~~	11		9	11		9
" Rider Plate	7½		9	7½		9
" ~~Bulb Plate to Intercostal Keelson~~						
" Angle Irons	3½	3	6	3½	3	6
" ~~Double Angle Iron Side Keelson~~						
" ~~Side Intercostal Plate~~						
" ~~do. Angle Irons~~						
" ~~Attached to outside plating with angle iron~~						
BILGE Angle Irons	3½	3	6	3½	3	6
" do. Bulb Iron for 3/5th Length	6		6	6		6
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons	3½	3	6	3½	3	6
Bulb ~~Intercostal~~ plates ~~riveted to plating~~ for 3/5th length	6		6	6		6
SIDE STRINGER Angle Irons	3½	3	6	3½	3	6

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
Flat Keel Plates, breadth and thickness				
PLATES in Garboard Strakes, br'dth & thickness	30	9	30	9
" From Garboard to upper part of Bilges		7		7
" Of d'bling at Bilge, ~~or~~ increased thickness, and length applied 1/16 for ½ L		8		8
" From up. prt of Bilge to lr. edge of Sh'rstrake		7		7
" Main Sheerstrake, breadth and thickness	33	9	33	9
" Of ~~d'blg~~ increased thickness at Sh'stk. & lng. applied 2/16 for ½ L		11		11
" From M'n. to Upr. or Spar Dk. Sh'rstrake	✓			
" Up. or Spar Dk Sh'rstrake, brdth & thickn'ss	✓	12		
Butt Straps to outside plating, breadth & thickness	11½-17	9+7	11½-16½	12 9+7
Lengths of Plating	Seven spaces			
Shifts of Plating, and Stringers	Two frame spaces			
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	23½	8	23½	8
Angle Iron on ditto	3½ x 3 x 6		3½ x 3 x 6	
Tie Plates fore and aft, outside Hatchways	✓			
Diagonal Tie Plates on Beams No. of Pairs	✓			
Flat of Up., ~~Spar, or Awning~~ Dk.* completed		5		5
How fastened to Beams	rivetted			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	✓			
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.	✓			
Tie Plates, outside Hatchways	✓			
Diagonal Tie Plates on Beams, No. of pairs	✓			
Flat of Middle Deck* do. do.	✓			
How fastened to Beams	✓			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	✓			
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.	✓			
Stringer or Tie Plates, outside Hatchways	✓			
Flat of Lower Deck*	✓			
Ceiling betwixt Decks, thickness and material	2 Fir			
" in hold do. do.	2½		2½	
Main piece of Rudder, diameter at head	4¼		4¼	
do. at heel	2½		2½	

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 No. per Rule 4

" Thickness of 4/16

" Height up upper deck

" How secured to sides of ship double angles

" Size of Vertical Angle Irons 3 x 3 x 6 and distance apart 20 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

State clearly where plating is of alternate thicknesses, as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

The FRAMES extend in one length from keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of bilge and to gunwale alternately

KEELSONS. 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 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3⅞ ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carval, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

" Butts of 2 / 1 Strakes at Bilge for ½ length, treble riveted with Butt Straps 1/16 thicker than the plates they connect. & one strake butts overlapped.

" Edges from Bilge to Main Sheerstrake, worked clencher, ~~double or~~ single riveted; with rivets 3/4 in. diameter, averaging 3⅞ ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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 ½ length amidships. ~~Butts of Upper or Spar Sheerstrake, treble riveted length amidships.~~

" Butts of Main Stringer Plate, treble riveted for ½ length amidships. ~~Butts of Upper or Spar Stringer Plate, treble riveted for length.~~

" Breadth of laps of plating in double riveting 4½ Breadth of laps of plating in single riveting 2½

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? T & D No. of Breasthooks, Crutches, To all frs & aft stringers

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good quality

Manufacturer's name or trade mark, Angles, Dorman, Long & Co. Plates - Bowesfield Iron Co.

The above is a correct description. For THE BLYTH SHIPBUILDING COMPANY LD

Builder's Signature, J Moore

Surveyor's Signature, R. W. Coomber

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

Form No. 1 for Iron Ships

ROBERT EDMUND TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

Workmanship. Are the butts of plating planed or otherwise fitted? planed

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

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? very few

Masts, Bowsprit, Yards, &c., are 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 Two wood pole masts auxiliary to the steam power.

NUMBER for EQUIPMENT 8996 h

SAILS. N. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and — One suit

CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntdt.
Chain (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	195	1 1/8	34 1/8 22 3/4	1 1/8	River Wear Commissioners J. Harkness
Iron Stream Chain or Steel Wire	60	3/4	15 1/8 10 1/8	3/4	
or Hempen Strm Cable					
Towline, Hemp. or Steel Wire	75	8		8	
Hawser	90	6		6	
Warp	75	5 1/2			
quality good	100	3			

ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntdt.
Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.)	1	10-1-0	12-4-1-14	10-0-0	River Wear Commissioners J. Harkness
	1	10-0-21	Do	10-0-0	
	1	8-1-7	10-10-0-0	8-2-0	
Stream Anchor	1	3-3-14	6-5-1-7	3-3-0	
Kedge ...	1	1-3-1	4-7-0-21	1-3-0	
2nd Kedge ...	1	-3-0		-3-0	

Standing and Running Rigging wire & hemp sufficient in size and good in quality. She has one ~~Long~~ life Boat and one other

The Windlass is Clarke Chapman & Co ~~Capstan~~ Patent and Rudder good Pumps good & sufficient

Engine Room Skylights.—How constructed? of wood. strongly bolted to the iron combings How secured in ordinary weather? always fixed by bolts.

What arrangements for deadlights in bad weather? strong bolts eyes

Coal Bunker Openings.—How constructed? iron combings How are lids secured? Iron bars & tarpaulin Height above deck? 18"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? scuppers & 10 freeing ports 19" x 18"

Cargo Hatchways.—How formed? plates & angles.

State size **Main Hatch** 17-6 x 10-0 Forehatch 5-3 x 5-6 Quarterhatch 19-3 x 10-0

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? Deep web plates & fore & afters

Hatches, If strong and efficient? yes solid 2½" thick

Order for Special Survey No. 1891

Date 26 Jany 1885

Order for Ordinary Survey No. ✓

Date ✓

No. 58 in builder's yard.

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: Feby 5.9.16.20.24.26. Mar. 2.5.9.12.16.24.30.

2nd. On the plating during the process of riveting: April 8.13.16.22.28. May 4.12.19.27

3rd. When the beams were in and fastened, and before the decks were laid: June 10.18.23 - 1885

4th. When the ship was complete, and before the plating was finally coated or cemented:

5th. After the ship was launched and equipped

State dates of letters respecting this case 23 Jany. 6th March & 9th July (Secretary's letters)

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

This vessel has been built in accordance with the approved plans and in conformity to the rules & Secretary letter of 23rd January 1885. She has ~~a fore peak tank~~ an after peak tank & a tank in the after hold, these have been tested to the load line & found tight.

She has a closed top gallant forecastle 19-0 long & a raised quarter deck & bridge house combined 87-6 & 17-6 in length respectively.

Stern & Rudder frame & Stem forging Report now forwarded

The fore peak tank tested by a head of water 4 feet above its crown & the bulkhead for same strengthened as per appended tracing.

Web frames & hold beams fitted in way of R.Q.D. & Engine room as per longitudinal plan.

All the requirements contained in Secretary's letter of 23 Jany 1885 have been carried out. (See letter attached)

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

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

The amount of the Entry Fee ......£ 3 : - : - is received by me, W.G.S.

Special ......£ 25 : 8 : - 7th July 1885

(to be sent as per margin). Certificate gratis - : -

(Travelling Expenses, if any, £ 5.1.3)

John H Heck.

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

It is submitted that this vessel appears to be worthy to be classed 100 A 1 as recommended.

Committee's Minute TUESDAY 14 JULY 1885 18

Character assigned 100 A 1

AC 8 18 Iron

18 (Iron)

Double bottom (as particulars appended)