

# IRON SHIP.

No. 15016 Survey held at

Blyth

Date, First Survey 2<sup>nd</sup> March

Last Survey 1<sup>st</sup> Sep

1880

On the S.S. "Speedwell"

Master J.R. Jenkins

TONNAGE under 833.92

ONE OR TWO DECKED, THREE DECKED VESSEL.

Built at Blyth

Ditto of Tonnage Deck 66.21

SPAR OR AWNING DECKED VESSEL.

When built 1880

Launched June/80

Ditto of Tonnage 3.02

HALF BREADTH (moulded) 14-11

By whom built Hodgson & Soudby

Ditto of Tonnage 72.46

DEPTH from upper part of Keel to top of Upper Deck Beams 18-6 1/2

Owners Edmond Handcock

Ditto of Tonnage 8.16

GIRTH of Half Midship Frame (as per Rule) 30-4

Port belonging to Falmouth

Ditto of Tonnage 33.04

1st NUMBER 63-9 1/2

Destined Voyage Bilbao

Gross Tonnage 1016.81

1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet

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

Less Crew Space 52.89

LENGTH 218-8 1/2

while building.

Register Tonnage 638.54

2nd NUMBER 13950

PROPORTIONS—Breadths to Length 7.3

Depths to Length—Upper Deck to Keel 18.7

Main Deck ditto 18.7

LENGTH on deck as per Rule 218 8 1/2 BREADTH Moulded 29 10 DEPTH top of Floors to Upper Deck Beams 17 0 Power of Engines 99 No. of Decks with flat laid one No. of Tiers of Beams two

Dimensions of Ship per Register, length, 220. breadth, 30.15 depth, 14.0

KEEL, depth and thickness 7 1/2 x 2 3/8

STEM, moulding and thickness 7 1/4 x 2 3/8

STERN-POST for Rudder do. do. 8 1/2 x 4

" " for Propeller 8 1/2 x 4

Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 1/2 length amidships 4 3 7

Do. for 1/4 at each end 4 3 7

REVERSED FRAMES, Angle Iron 3 3 6

FLOORS, depth and thickness of Floor Plate 18 1/2 8 18 1/2 8

at mid line for half length amidships 11 1/2 7 9 1/2 7

thickness at the ends of vessel 11 1/2 7 9 1/2 7

depth at 3/4 the half-bdth. as per Rule 11 1/2 7 9 1/2 7

height extended at the Bilges 3 1/2 7 5 3 7

BEAMS, Upper, Spar, or Awning Deck 5 3 7

Single or double Ang. Iron, Plate or Tee Bulb Iron 5 3 7

Single or double Angle Iron on Upper edge 23 23

Average space 23 23

BEAMS, Main, or Middle Deck 8 8 8 8

Single or double Ang. Iron, Plate or Tee Bulb Iron 4 3 7

Single or double Angle Iron on Upper edge 4 3 7

Average space 10 frame spaces 10 frame spaces

KEELSONS Centre line, single or double plate, 11 1/2 9 11 1/2 9

do. Intercoastal, Plates 8 8 8 8

" Rider Plate 10 1/2 9 10 1/2 9

" Bulb Plate to Intercoastal Keelson 5 3 1/2 7

" Angle Irons 5 3 1/2 7

" Double Angle Iron Side Keelson 5 3 1/2 7

" Side Intercoastal Plate 5 3 1/2 7

" do. Angle Irons 5 3 1/2 7

" Attached to outside plating with angle iron 5 3 1/2 7

BILGE Angle Irons 5 3 1/2 7

" do. Bulb Iron 5 3 1/2 7

" do. Intercoastal plates riveted to plating for length 5 3 1/2 7

BILGE STRINGER Angle Irons 5 3 1/2 7

Intercoastal plates riveted to plating for length 5 3 1/2 7

SIDE STRINGER Angle Irons 5 3 1/2 7

ansoms, material. Knight-heads. Hawse Timbers. iron

ndlass Hammer & Mallets Pall Bitt Iron

The FRAMES extend in one length from keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Upper Deck

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes

PLATING. Garboard, double riveted to Keel with rivets 7/8 in. diameter, averaging 3 7/8 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 3 3/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

" Butts of 23 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 clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble throughout

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

Beams of the various Decks, how secured to the sides? by welded knees.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Plates, Jones Pat. of Lloyds Register

Manufacturer's name or trade mark Hutchinson of Bishop Auckland; Angles & Bulbs by Hawkes, Crawshaw

The above is a correct description.

Builder's Signature, Hodgson & Soudby

Surveyor's Signature, J. H. Truett

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

Flat Keel Plates, breadth and thickness 34 13 34 13

PLATES in Garboard Strakes, breadth and thickness 34 10 34 10

ness from Garboard to upper part of Bilges 9 9

of doubling at Bilge, or increased thick- 10 one chake 10

ness, and length applied 1/2 length 9 9

fm up. part of Bilge to l. edge of Sh'rstrake. 36 12 36 12

Main Sheerstrake, breadth and thickness 36 12 36 12

of d'bling at Sh'rstrake, & length applied at bulk of deck and

from Mn. to Upr. or Spar Dk. Sh'rstrake at Randy front

Up. or Spar Dk Sh'rstrake, brdth & thickns 10 1/2 11 5/8 9 1/4 16 3/8 8 1/4

Butt Straps to outside plating, breadth & thickness 138 11 1/2

Lengths of Plating 2 spaces of frames

Shifts of Plating, and Stringers 31 9 31 9

Gunwale Plate on ends of Awning Spar, on 5 x 3 1/2 x 7 5 x 3 1/2 x 7

Upper Deck Beams, breadth and thickness Iron deck

Angle Iron on ditto as per sketch of

Tie Plates fore and aft, outside Hatchways midship section

Diagonal Tie Plates on Beams No. of Pairs Iron deck 6/16

Planksheer material and scantling Rivetted

Waterways do. do. do. do.

Flat of Upper Deck do. do. do. do.

How fastened to Beams do. do. do. do.

Stringer Plate on ends of Main or Middle Deck

Beams, breadth and thickness 28 8 28 8

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 x 4 3 1/2 x 3 1/2 x 8 1/4 3 1/2 x 3 1/2 x 8 1/4

Tie Plates, outside Hatchways 5 x 3 1/2 5 x 3 1/2 5 x 3 1/2 5 x 3 1/2

Diagonal Tie Plates on Beams, No. of pairs 2 2 2 2

Waterways materials and scantlings 2 2 2 2

Flat of Middle Deck do. do. do. do.

How fastened to Beams 2 2 2 2

Stringer Plates on ends of Lower Deck, Hold on 28 8 28 8

Upper Beams 28 8 28 8

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 x 4 3 1/2 x 3 1/2 x 8 1/4 3 1/2 x 3 1/2 x 8 1/4

Stringer or Tie Plates, outside Hatchways 5 x 3 1/2 5 x 3 1/2 5 x 3 1/2 5 x 3 1/2

Flat of Lower Deck 2 2 2 2

Ceiling betwixt Decks, thickness and material 2 1/2 2 1/2 2 1/2 2 1/2

" in hold do. do. do. do.

Main piece of Rudder, diameter at head 5 1/2 5 1/2 5 1/2 5 1/2

do. at heel 5 1/2 5 1/2 5 1/2 5 1/2

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 Thickness of 6 1/16 6

" Height up Upper deck; after one as per rule

" How secured to sides of ship between double frames

" Size of Vertical Angle Irons 3 x 3 x 1/4 and distance apart 30 ins.

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

IRON 495-0266



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* Jun 27 1907

Masts, Bowsprit, Yards, &c., are of *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

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	No.	Weight, Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.
SALES.							Bower Anchors	1	21.2.7	22.1.3.14		
CABLES, &c.		240	1 1/2	40.58 1/2	240-18			1	20.3.0	21.8.0.14	21.0.0	21 1/2
Fore Sails,	Chain	marked R.W.C.P.T.S dated 21 May & 20 May 1880 respectively										
	Iron Str'm Chain	75	15 1/8	15.8	75-15 1/8			1	18.1.0	19.4.1.14	16.3.0	18
	Ditto do.											
	Hmpn Strm Cbl											
	Hawser ...	90	8		90.8							
Main Sails,	Towlines	90	10		90-10							
Main Top Sails,	Warp	90	5 1/2		90-5 1/2							
and ✓		quality <i>good</i>										

Standing and Running Rigging *Wire Rump* sufficient in size and *good* in quality. She has *One* Life Boat and *3* others  
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*  
Engine Room Skylights. How constructed? *on trunk casing* How secured in ordinary weather? *with thumb screws*  
What arrangements for deadlights in bad weather? *Solid Teak Shutters & thick circular glass*  
Coal Bunker Openings. How constructed? *Iron plate* How are lids secured? *Hatches, solid* Height above deck? *2 feet*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Ports and 3 Scuppers on each side*  
Cargo Hatchways. How formed? *Iron plate comings & Headledges*  
State size Main Hatch *23' 0" x 12' 0" x 30" high* Forehatch *11' 6" x 10' 0" x 30" high* Quarterhatch *19' 2" x 12' 0" x 20" high*  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? *Deep web plate in After hatch & 2 in Main Hatch*  
Hatches, If strong and efficient? *2 1/2 Solid*

Order for Special Survey No. <i>1409</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	1880 March 2. 5. 18. April 9. 16. 30
Date <i>30<sup>th</sup> Jan 1880</i>	2nd. On the plating during the process of riveting	May 3. 7. 11. 18. 26
Order for Ordinary Survey No. <i>1410</i>	3rd. When the beams were in and fastened, and before the decks were laid...	June 2. 9. 15. 18. 21. 25. 29
Date <i>1880</i>	4th. When the ship was complete, and before the plating was finally coated or cemented...	July 10. 15. 21. 30
No. <i>26</i> in builder's yard.	5th. After the ship was launched and equipped	Aug 7. 13. 18. 20. 23. 25. 26. 28. 30 Sept 1

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules and approved tracing attached. She has a water-ballast tank in the fore hold about 48 feet in length and one in the after hold extending from the After Bulkhead of Engine room, Aft, to within 2 frame spaces of the After Bulkhead about 63' 3" in length; A Raised Quarter deck about 82 feet in length; Bridge House about 44 feet in length and a Loft. Gallant Forecastle about 28 feet in length. The Ballast tanks have been tested to a Head of water not less than the load draught of the vessel and proved very satisfactory. The Materials are of a good description and the workmanship altho a little rough is sound. A Bilge Keel is fitted on each side for about 100 feet in length, of double angles and built as per sketch*

*Please see Secretary's letters dated 15/1/80 & 3/6/80*

State if *one*, two, ~~three~~ decked vessel, or ~~if open, or covering deck~~; and the lengths of ~~fore~~, fore-castle, or raised quarter deck, and the length ~~of~~, or part double bottom.  
How are the surfaces preserved from oxidation? Inside *Portland Cement to upper turn* Outside *3 Coats of paint & 1 coat of Black var up to Ballast marks*  
I am of opinion this Vessel should be Classed *100 A 1*  
The amount of the Entry Fee ... £ *5* : - : - is received by me, *Wm S*  
Special ... £ *48* : *4* : - *23<sup>rd</sup> Sept 1880*  
Certificate *Grat* - : - : -  
(Travelling Expenses, if any, £ *4* : *0* : *0*.)

Committee's Minute *Tuesday, September, 28th 1880*  
Character assigned *100 A 1*  
*Lloyd's Register*  
*James Gibbon*  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*  
*This vessel appears eligible to be classed as recommended*  
*100 A 1*  
*15<sup>th</sup> 2<sup>nd</sup> 1880*  
*Lloyd's Register Foundation*