

(Received at London Office, THURS. 24 NOV 1887

On the Steel S.S. "Daphne"

Master *J. Voss.*
Built at *Flensburg*
When built *1887* Launched *Oct 8. 1887*
By whom built *Flensburg Schiffshaus*
Owners *Deutsche Dampfschiff*
Residence *Hamburg*
Port belonging to *Hamburg*
Destined Voyage *China*
If Surveyed while Building, ~~Afloat, or in Dry Dock~~

EEL , depth and thickness	2. Bars	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness	
TEM , moulding and thickness... ..		9 x 1 1/8		9 x 1 1/8		PLATES in Garboard Strakes, br'dth & thickness	36 12 36 12
TERN-POST for Rudder do. do.		9 x 2 1/2		9 x 2 1/2		" From Garboard to upper part of Bilges... ..	10x11 10x11
" " for Propeller		9 x 3 1/2		9 x 3 1/2		" Of d'bling at Bilge, or increased thickness,	
Distance of Frames from moulding edge to }		9 x 5 1/2		9 x 5 1/2		and length applied }	
moulding edge, all fore and aft		24		24		" From up. prt of Bilge to lr. edge of Sh'rstrake...	10x11 10x11
		(Class 100A)				" Main Sheerstrake, breadth and thickness.....	40 15 40 15
		Inches. Inches. 20ths.		Inches Inches 20ths.		" Of d'bling at Sh'stk. & lng. applied	
		In Ship. In Ship. In Ship.		per Rule per Rule per Rule		" From M'n. to Upr. or Spar Dk. Sh'rstrake....	
FRAMES , Angle Iron, for 3/4 length amidships ...		5 3 8		5 3 8		" Up. or Spar Dk Sh'rstrake, brdth & thckn'ss...	
Do. for 1/2 at each end		5 3 7		5 3 7		Butt Straps to outside plating, breadth & thickness	17 28 3/20 thicker than plating
REVERSED FRAMES , Angle Iron		3 3 7		3 3 7		Lengths of Plating over 8 frames	
FLOORS , depth and thickness of Floor Plate						Shifts of Plating, and Stringers, 3 frames p.	
at mid line for half length amidships ...						Gunwale Plate on ends of Awning, Spar, or	42 10 42 10
" thickness at the ends of vessel						Upper Deck Beams, breadth and thickness...	
" depth at 3/4 the half-bdth. as per Rule						Angle Iron on ditto 4 x 4 x 9/20 to 8/20 ...	
" height extended at the Bilges... ..							

[illegible][illegible]

BILGE Angle Irons	...	...	...	...	...	5 1/2	4	9	5 1/2	4	9	Bulkheads No. 7	No. per Rule 80			
" do. Bulb Iron	...	...	...	...	...							" Thickness of	6/20			
" do. Intercoastal plates riveted to plating for 3/8 length								9			9	" Height up to	upper deck			
BILGE STRINGER Angle Irons	...	...	...	...	...							" How secured to sides of ship	by two frames			
Intercoastal plates riveted to plating for length												" Size of Vertical Angle Irons	5 x 3 x 8/20 and distance apart	30	ins	
												" Are the outside Plates doubled two spaces of Frames in length?	yes			

The **FRAMES** extend in one length from centre of keel to upper deck Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Main deck and to upper deck 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 $1\frac{1}{8}$ in. diameter, averaging $5\frac{1}{8}$ ins. from centre to centre. x 4

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{7}{8}$ in. diameter averaging 3 ins. from centre to centre.
 Butts of all Strakes at Bilge for $\frac{1}{2}$ length, treble riveted with Butt Straps $\frac{3}{20}$ thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clench, double ~~single~~ riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $3\frac{3}{4}$ to 4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, ~~double~~ ^{treble} riveted; with rivets $\frac{7}{8}$ in. diameter, averaging 3 ins. from cr. to cr.
 Edges of ~~Main~~ ^{Upper} Sheerstrake, double ~~single~~ riveted. ~~Upper Sheerstrake, double or single riveted.~~
 Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. ~~Butts of Upper or Spar Sheerstrake, double riveted for~~ $\frac{1}{2}$ length amidships.
 Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for $\frac{1}{2}$ length.
 Breadth of laps of plating in double riveting $4\frac{1}{2}$ & $5\frac{1}{4}$ Breadth of laps of plating in single riveting $4\frac{1}{2}$ & $5\frac{1}{4}$
 No. of Breasthooks three Crutches three

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

1. Steel is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark, *Fred. Krupp Essen, tested by von Ollefen, Amsterdam*

The above is a correct description.

Builder's Signature, Flensburger Bauverein-Gesellschaft Surveyor's Signature, Emil Haddorf

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

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

HAMILT-0093
HAMILT-0094

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?

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 of Steel 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 75 feet Foremast diam. 25 1/2" 7/20 x 9/20 76 Mainmast diam. " " three plates

NUMBER for EQUIPMENT 26073

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	Nº.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
No. 1 Fore Sails,	Chain	270	1 1/8	59 1/8	270 x 1 1/8	Nº 6645	Bower Anchors					
Fore Top Sails,	Iron Stream Chain	75	1 1/8	22 3/4	75 x 1 1/8	Nº 6654	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	1	32.1.0	30.6.1.0	32	Nº 15320
Fore Topmast Stay Sails,	or Steel Wire						South Dock	1	31.3.14	30.0.2.14	32	15373
Main Sails,	or Hempen Strm Cable						Sunderland	1	27.3.21	27.2.2.0	27 1/4	15264
Main Top Sails,	Towline, Hemp.	90	4	90	4		June 8, 1887	1	10.2.21	12.13.0.14	10 1/2	15374
Standing and Running Rigging	or Steel Wire	90	9 1/2	90	9 1/2		Stream Anchor	1	5.1.0	7.11.3.14	5 1/4	15376
The Windlass is	Hawser	90	7 1/2	90	7 1/2		Kedge	1	2.2.14	5.2.2.0	2 1/2	15371
Engine Room Skylights.	Warp						2nd Kedge					

How constructed? Above B. deck, of teak

How secured in ordinary weather? solid

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? Under bridge deck

How are lids secured? By hatch coming

Height above deck? 15 inches

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

Are all the bilge

No. of bilge in

How are the

Are all connect

Are they fixed

Are they each f

What pipes ar

Are all pipes,

Are the pipes,

When were ste

Is the screw s

BOILERS,

Number of Bo

Working Pres

Description of

Can each boiler

No. of square

Area of each

Are they fitted

Length of boiler

Diameter of r

Per centage of s

Size of compen

Outside diamete

Greatest length

Pitch of stays

rules 153

Pitch of stays

smallest pan

Greatest pitch

plates, from

Diameter of Su

Pitch of rivets

Distance betwee

ru cent

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 she has 3 coats

Outside three coats, bottom

I am of opinion this Vessel should be Classed 100 A1

The amount of the Entry Fee is received by me, £ 5 : 0 : 0

Special £ 74 : 3 : 0 Nov 19 1887

(to be sent as per margin). Certificate

(Travelling Expenses, if any, £ 0 : 0 : 0)

Committee's Minute

Character assigned

100 A1

250 R (15 Steel 1 pl Steel 35 R)

250 R (15 Steel 1 pl Steel 35 R)

Special Survey

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

It is submitted that the vessel is

eligible to be classed 100 A.1. Steel

as recommended

2 Drs (1 Steel 1 pl Steel)

3 Drs (1 Steel 1 pl Steel)

Cell D.13. Particulars of

Foundation