

3427 IRON SHIPS.

Rev 21/12/63

No. 7982 Survey held at Sunderland Date December 19th 1863
 on the "Dalbaderu Castle" Master Mesnard
 Tonnage Gross _____ Engine Room _____ Register 989²/₁₀ Built at Sunderland
 When Built 1863 By whom built J. R. Oswald & Co Owners Messrs Jumper & Co
 Port belonging to London Destined Voyage Bombay
 Surveyed Afloat or in Dry Dock White building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
198	9	34	1	20	11		

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.			Inches required per Rule.			Stem, if bar iron, moulding and thickness	Inches. 16ths. Inches. 16ths. Inches. 16ths.		
	In Ship.	In Ship.	16ths. In Ship.	per Rule.	per Rule.	per Rule.		In Ship.	16ths. In Ship.	per Rule.
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate	4 1/4	3 1/4	8 1/6	4 1/2	3	8 1/6	10	2 1/2	7 1/2	3
„ depth and thickness of Floor Plate at mid line	24		10 1/6	21		10 1/6	10	2 1/2	7 1/2	3
„ depth and thickness of Floor Plate at Bilge Keelson	7		10 1/6	4 1/2		10 1/6	10	2 1/2	7 1/2	3
„ Size of Reversed Angle Iron, and No. single at top of Floor Plate	3	3	7 1/6	3	3	7 1/6	10	2 1/2	7 1/2	3
Frames, Size of Angle Iron, single or double	4 1/4	3 1/4	8 1/6	4 1/2	3	8 1/6	10	2 1/2	7 1/2	3
„ Reversed Iron, if to every frame	3	3	7 1/6	3	3	7 1/6	10	2 1/2	7 1/2	3
Beams, Deck (N ^o . 47) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	8 1/6	3	3	8 1/6	10	2 1/2	7 1/2	3
„ „ depth & thickness of plate amidships	8 1/2		8 1/6	8 1/2		8 1/6	10	2 1/2	7 1/2	3
„ „ double or single Angle Iron, on lower edge (Bulb)	4		4	4		4	10	2 1/2	7 1/2	3
„ „ average space between	3-6		3-6				10	2 1/2	7 1/2	3
„ „ if wood (N ^o .) sided & moulded							10	2 1/2	7 1/2	3
„ Hold, or Lower Deck (N ^o . 33) double Angle Iron or Bulb Iron with double Angle Iron on top	3	3	8 1/6	3	3	8 1/6	10	2 1/2	7 1/2	3
„ „ depth & thickness of plate amidships	8 1/2		8 1/6	8 1/2		8 1/6	10	2 1/2	7 1/2	3
„ „ double or single Angle Iron, on lower edge (Bulb)	4		4	4		4	10	2 1/2	7 1/2	3
„ „ average space between	3-6		3-6				10	2 1/2	7 1/2	3
„ „ if wood (N ^o .) sided & moulded							10	2 1/2	7 1/2	3
„ Paddle, wood, sided and moulded or if Iron, size of Plate							10	2 1/2	7 1/2	3
„ Engine							10	2 1/2	7 1/2	3
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	See sketch		See sketch				10	2 1/2	7 1/2	3
„ Side or Bilge	8	3	8 1/6			Dicto	10	2 1/2	7 1/2	3
„ Number						Dicto	10	2 1/2	7 1/2	3

Transoms, material Iron or, if none, in what manner compensated for After framed wood, and connected across with
 Knight-heads „ Iron Bulkheads, N^o. Iron Thickness of 4 1/6
 Hawse Timbers „ Iron „ how secured to the sides of the ship Between double angle iron
 „ size of vertical angle iron and their distance apart 3x3x8 1/6 - 30 apart
 The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (7/8 in.) rivets, about (7x6) apart.
 The reverse angle irons on the floors extend in one length across the middle line from _____ to upper edge of hold beam
 „ „ „ on the frames „ „ „ from _____ and _____ to gunwale or alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? With flat straps well shifted and rivetted
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2-3/4 ins.) diameter averaging (4/8 in.) from centre to centre of rivet.
 „ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/2 ins.) from centre to centre of rivets.
 „ Butts from Keel to turn of bilge, worked carvel with a lining piece (1/6) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 „ Edges from bilge to planksheer, worked carvel with a lining piece (in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? None
 „ Butts from bilge to planksheers, worked carvel with a lining piece (10/16) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4/6) Breadth of laps in single rivetting (2/6)
 Planksheer, how secured to the plating of the sides { Explain by sketch, } See sketch
 Waterway „ „ planksheer and to the Beams { if necessary. }
 Side trussing _____ breadth and thickness of plates _____ how secured?
 Deck trussing diagonal, rivetted between angle iron _____
 Deck Beams, how secured to the side? Beams plates turned down & rivetted to frames
 Hold or Lower Deck „ _____
 Paddle „ _____
 No. of breasthooks Five crutches _____ how are pointers compensated? See transoms
 What description of iron is used for the angle iron and plate iron in the vessel? Bolton's Improved Builder's Signature

IRON437-0094

3427 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Solid with single pieces

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
N ^o .		Set in lots	Fathoms.	Inches.	Set in lots	N ^o .	Weight.
2	Fore Sails,	Chain	300	1 1/16	Bower,	1	37.2.10
2	Fore Top Sails,	Hempen Stream Cable	90	10	Stream,	1	11.2.10
2	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	7/8	Kedge,	1	5.1.10
2	Main Sails,	Towlines	90	8		1	2.1.12
2	Main Top Sails,	Warp	90	5 1/2			
	and <u>space sails as usual</u>	All of <u>Good</u> quality.					

Her Standing and Running Rigging Keen sufficient in size and Good in quality.

She has one Long Boat and 3 rollers

The present state of the Windlass is Good Capstans good and Rudder Good Pumps New and good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the progress of rivetting	3rd. When the beams were in and fastened, and before the decks were laid	4th. When the ship was complete, and before the plating was finally coated	5th. After the ship was launched
	<u>Built under special survey from May 11th 1883 to the present time.</u>				
	<u>The butts of the stem plate, stronger plate on beam ends, and outside bulk plates, are better rivetted.</u>				
	<u>The Fore and Main masts and bowsprit in this ship are of iron.</u>				
	<u>The testing certificates of the Chain cables and Anchors have been produced, setting forth that they were tested to the strains shown above.</u>				

Built under special survey from May 11th 1883 to the present time.

The butts of the stem plate, stronger plate on beam ends, and outside bulk plates, are better rivetted.

The Fore and Main masts and bowsprit in this ship are of iron.

The testing certificates of the Chain cables and Anchors have been produced, setting forth that they were tested to the strains shown above.

In what manner are the surfaces preserved from oxidation? Portland cement to the helges and from there upwards with three coats of paint. The outside with two coats of paint and one coat of anti-rusting composition.

I am of opinion this Vessel should be classed 12A1

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

Order No 1387 Special£ 49. 9 : :

Certificate (if required)£ : : : :

Committee's Minute 22nd Decemba 18 83

Character assigned A 1 for 12 Years

James Lawrence
Robert Maxwell

This sailing ship of Iron approx eligible for classification as mentioned above.



Lloyd's Register Foundation