

IRON SHIPS.

Requisition No. 294

No. 4770 Survey held at Port Glasgow

Date 20th May

1864

the Screw Steamer "Ta Pang Nye"

Master S. Grindle

Tonnage Gross 669³³/₁₀₀ Engine Room 152¹⁶/₁₀₀

Register 517¹⁷/₁₀₀

Built at Port Glasgow

When Built 1864 By whom built Blackwood & Gordon

Owners Robinson & Majoribanks

Launched 9th April 1864

Port belonging to Glasgow

Destined Voyage Glasgow to Bombay & China

Surveyed at Boat or in Dry Dock While 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.
219	7	0	29	7	0	15	7	0	150	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Stem, bar iron, moulding and thickness	Inches in Ship.	16ths required per Rule.	Inches in Ship.	16ths required per Rule.
	20	21				if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. <u>single</u> bottom of Floor Plate	4	3	7/8	3 3/4	2 3/4	7/8	Stem-post, bar iron, moulding and thickness	8 x 4 1/2	inner	7 x 5
depth and thickness of Floor Plate at mid line	18 1/2	8/8	18 1/2	8/8		if plate ^{bas} iron, breadth and thickness	8 x 4 3/4	outer	7 x 5	
depth and thickness of Floor Plate at Bilge Keelson	6	8/8	8/8			Keel, bar iron, depth and thickness	7 x 2 3/4		7 x 2 1/2	
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	3	3	6/8	3	2 1/2	7/8	if plate iron, breadth and thickness			
Frames, Size of Angle Iron, single <u>double</u> Reversed Iron, to every frame	4	3	7/8	3 3/4	2 3/4	7/8	Garboard Plates, thickness		10/8	10/8
and on every alternate frame <u>to gunwale</u>	3	3	6/8	3	2 1/2	6/8	From Garboard to upper part of Bilge	9/8		9/8
Beams, Deck (No. <u>double</u> <u>Angle Iron</u>) Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/8	2 1/2	2 1/2	7/8	From upper part of Bilge to Sheerstrakes	8/8		8/8
depth & thickness of plate amidships	7	7/8	7/8	7/8	7/8	7/8	Sheerstrakes <u>doubled for 1/2 length amidships</u>	9/8		9/8
double or single Angle Iron, on lower edge							Breadth & thickness of Butt Straps to outside plating	9 1/2	9/8	9/8
average space between	3 feet 4 inches		3 feet 6 inches				Planksheers			
if wood (No.) sided & moulded							Gunwale Plate or Stringer on ends of Up. Dk Beams	3 1/2	10/8	3 1/2 9/8
Hold, or Lower Deck (No.) double <u>Angle Iron</u> or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/8	2 1/2	2 1/2	7/8	Angle Iron on ditto	4 1/2 x 4 1/2	7/8	4 1/2 x 3 1/2 x 7/8
depth & thickness of plate amidships	7	7/8	7/8	7/8	7/8	7/8	Waterway	13 x 8		
double or single Angle Iron, on lower edge							Deck	3 1/2		3 1/2
average space between	3 feet 4 inches		3 feet 6 inches				Ceiling in Hold	American Kedge Elm	2 1/2	
if wood (No.) sided & moulded							Ceiling betwixt Decks <u>spotted Red Pine battens</u>	8 x 2 1/2		
Paddle, wood, sided and moulded or if Iron, size of Plate							Beam Clamps			
Engine							Shelf			
Keelson, <u>wood</u> <u>double</u> <u>Angle Iron</u> <u>bulb</u> <u>Iron</u> plate, <u>double</u> <u>Angle Iron</u> <u>bulb</u> <u>Iron</u> Side or Bilge <u>double</u> <u>Angle Iron</u> <u>bulb</u> <u>Iron</u> Number <u>1</u>	6	4	8/8	4 1/2	3 1/2	7/8	Stringer Plates on ends of Hold or Lower Dk Beams	2 1/2	9/8	23 1/2 9/8
	4 1/2	3 1/2	7/8	4 1/2	3 1/2	7/8	Ceiling between Decks <u>spotted Red Pine battens</u>	8 x 2 1/2		
	7	7/8	7/8	7/8	7/8	7/8	Stringer or Tie Plates out- side Hatchways	10 1/2	9/8	10 1/2 9/8
							Deck Beam Clamps			
							Shelf			
							Stringers in Hold	4 1/2 x 4 1/2	7/8	4 1/2 x 3 1/2 x 7/8
							Deck, Lower	2 1/2		
							Deck, Upper, how fastened to Beams	By <u>double bolts & nuts from above</u>		

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron

Bulkheads, No. Five

Thickness of 1/8

Hawse Timbers Iron

are they free from defects? Yes

how secured to the sides of the ship Between double frames

size of vertical angle iron and their distance apart 3 x 3 x 1/2 about 30 inches apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from lower deck to gunwale alternately

from gunwale to lower deck

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron butt straps

Plates, Garboard, double single rivetted to keel & at upper edge, with rivets (1 1/4 in.) diameter averaging (4 1/2 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 single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (7/8 x 9/8) thick, double single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) 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 single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (5/8 x 7/8) thick, double single rivetted; rivets (3/4 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)

Planksheer, how secured to the plating of the sides

Waterway planksheer and to the Beams if necessary.

Side trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft on each side of Hatchways 10 x 10 and diagonal plates where practicable

Deck Beams, how secured to the side? Beam ends turned down

Hold or Lower Deck Beam ends turned down and plate knees

Paddle how secured?

No. of breasthooks Four crutches Three how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Mosson & Co's

Builder's Signature

Blackwood & Gordon

By order of the Registrar

IRON 437A - 0047

3617 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 lengths ✓

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? A 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 .			Fathoms.	Inches.	N ^o . Weight.
	Fore Sails,	Chain .. Admiralty test .. 35 tons.	270	1 7/8	Bower, .. Admiralty test .. 18 1/2 .. 1 .. 17. 1. -
One	Fore Top Sails,	Hempen Stream Cable	90	8 1/2	Adm. " .. 18 1/2 .. 1 .. 17. - -
✓ Swift	Fore Topmast Stay Sails,	Hawser	90	6 1/2	Stream, ditto 9. 1 7. - -
✓ 9. Sails	Main Sails,	Towlines	90	5 1/2	
	Main Top Sails,	Warp	90	3	Kedge,
	and spare sails	All of <u>Good</u> quality.			1 3.2. -
					1 1.3.21

Her Standing and Running Rigging Hemp ✓ sufficient in size and Good ✓ in quality.

She has One Life ✓ Long Boat and Three others ✓

The present state of the Windlass is Good ✓ Capstan Patent Good and Rudder Patent Good Pumps Four 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	} <u>Specially surveyed while building from 23rd Sept. 1863 to 20th May 1864 in all 24 visits.</u>
	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	

This vessel has been built under special survey as per order N^o. 294. Is rigged as a three masted schooner; has a full poop and forecabin; is fitted with an awning deck as per sketch herewith the same extending from poop to forecabin and fitted in at the sides as requested; she is in every respect the same as the screw steamer "Guan Ige Fee" Report N^o. 4740 and intended for the same trade in China, see Committee's letter dated 24th September 1863, and remarks of the principal surveyors.

In what manner are the surfaces preserved from oxidation? Portland Cement between floors up to turn of bilges, inside and outside with three coats of Red lead, and bottom coated with Peacock's patent composition.

I am of opinion this Vessel should be classed B 1

The amount of the Fee£ 5 : " : " is received by me, H. J. Roberts.

Special£ 33 : 9 : "

xCertificate (if required)£ " : " : "

Committee's Minute 31st May 1864

Character assigned B 1

I concur in the above recommendation
30 May 1864 H. J. Roberts.

x Captain James Blair at 705 St. R. Thomas



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