

3736 IRON SHIPS.

Compare with the Rules and Table G. 300 Tons and A. grade

No. 1893 Survey held at Birkenhead Date Sep 11 8 1864
 on the Saddle Ship Steamer "Daphne" Master W. Winter
 Tonnage Gross 366.47 Engine Room 225.63 Register 140.84 Built at Birkenhead
 When Built 1864 By whom built Messrs Laird & Co Owners J. Stuart
 Port belonging to London Destined Voyage Calcutta
 Surveyed Afloat or in Dry Dock On the building slip and in dry dock

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.
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
57.2			25.1			14.6			200	

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. required in Ship	Inches. 16ths. required per Rule
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.			
	21			21			7 x 2 1/2	6 1/2	2 1/2
Floors, Size of Angle Iron, and No. One at bottom of Floor Plate	3 1/2	2 3/4	7/16	3 1/4	2 3/4	6/16	7 x 2 1/2	6 1/2	2 1/2
depth and thickness of Floor Plate at mid line	1 1/2	x	7/16	1 1/4	x	7/16	7 x 1	6 1/2	15/16
depth and thickness of Floor Plate at Bilge Keelson	3 1/2	x	7/16	3 1/4	x	7/16	23 x 3/16	23 1/2	7/16
Size of Reversed Angle Iron, and No. One at top of Floor Plate	2 3/4	2 1/2	6/16	2 1/2	2 1/2	5/16	From Garboard to upper part of Bilge	10 1/6	2 1/2 x 10 1/6
Frames, Size of Angle Iron, single or double	3 1/2	2 3/4	7/16	3 1/4	2 3/4	6/16	From upper part of Bilge to Sheerstrakes	9 1/6	4 1/6
Reversed Iron, if to every frame	2 3/4	2 1/2	6/16	2 1/2	2 1/2	5/16	Sheerstrakes	8 1/6	9 1/6 x 24 wide
Beams, Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	6	x	6/16	6 1/4	x	6/16	Breadth & thickness of Butt Straps to outside plating	8 1/2 x 10 1/6	8 1/2 x 10 1/6
depth & thickness of plate amidships	6	x	6/16	6 1/4	x	6/16	Planksheers	8 and middle	8 and middle
double or single Angle Iron, on lower edge	2 1/4	2 1/4	5/16	2 1/4	2 1/4	5/16	Gunwale Plate or Stringer on ends of Up. Dk Beams	19	22 x 7/16
average space between	42			42			Angle Iron on ditto	4 x 3 x 7/16	3 1/2 x 3 x 6/16
if wood (No.) sided & moulded							Waterway	Iron gutter	
Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	5	x	8/16	6 1/4	x	6/16	Deck	2 3/4	3 for yellow-pine
depth & thickness of plate amidships	5	x	8/16	6 1/4	x	6/16	Ceiling in Hold	2 1/2	3/4 for and aft
double or single Angle Iron, on lower edge							Ceiling between Decks		
average space between	42			42			Stringer or Tie Plates outside Hatchways	9 x 7/16	9 3/8
if wood (No.) sided & moulded							Deck Beam Clamps		
Paddle, wood, sided and moulded or if Iron, size of Plate	4 x 3 1/2 x 3/16						Stringers in Hold		
Engine angle iron in Box beam 5 x 3 1/2 x 3/16	12 x 8 1/16						Deck, Lower		
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	20 1/2 x 2 1/2 x 7/16						Deck, Upper, how fastened to Beams	By Nut and Screw	
Side or Bilge	4	3	7/16	3 1/2	3	6/16			
Number									

der 288

PLANS

spec of all iron frames on the fore and aft side of engine room



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

Knight-heads Iron frame Bulkheads, No. 4 Thickness of 5/16

Hawse Timbers plate and chock are they free from defects? By double frame O. f.
of wear for pipe size of vertical angle iron and their distance apart 3 x 3 x 10/16 about 2.6

The Frames or Ribs extend in one length from bulb plate to gunwale rivetted through plates with (3/4 in.) rivets, about (1 1/2) apart.

The reverse angle irons on the floors extend in one length across the middle line from throughout to above the bilge

Keelson, how are the various lengths of plates or angle irons connected? By Butt straps double rivetted and angle iron shaped.

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

Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/8 in.) diameter, averaging (2 3/4 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (10/16) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (2 3/4 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes.

Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/8 in.) diameter, averaging (2 3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Double at lower edge of sheer strake only.

Butts from bilge to planksheers, worked carvel with a lining piece (9/16) thick, or clencher, double or single rivetted; rivets (3/8 in.) diameter averaging (2 3/4 ins.) 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 { Explain by sketch, } See sketch on the other side
 Waterway " " planksheer and to the Beams { if necessary. }

Side trussing breadth and thickness of plates how secured? none.

Deck trussing " " " " Diagonal plates 9 x 9/16 3 pairs

Deck Beams, how secured to the side? By angle plates forged out of the Bulb Iron beams.

Hold or Lower Deck " " " " By angle iron fitted round it.

Paddle " " " " By angle iron fitted round it.

No. of breasthooks crutches how are pointers compensated? All fore & aft connected at head.

What description of iron is used for the angle iron and plate iron in the vessel principally Blean iron and mangled Best Builder's Signature Laird Bros.

IRON 437A-0167

3736 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 ^{Clench} 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.
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 & in butts only.

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

She has SAILS.

One Mast and
Some Spars

No. Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

CABLES, &c.

	Fathoms.	Inches.
Chain <u>good</u> 31" 5" cut	240	1 5/16
Hempen Stream Cable		
Hawser	90	7 1/2
Towlines		
Warp	90	5 1/2
All of <u>good</u> quality.		

Public proof M.C. & H.
Certificates produced
ANCHORS, and their weights.

	No.	Weight.
Protoman's plates		
Bower, 18" 16" 3"	1	513-1-12
" " 18-5-3"	1	512-3-12
" " 18-14-0"	1	513-0-125
Stream, <u>Common</u> I. 3"	1	513-0-2
" " " " " "	1	513-0-15
Kedge, <u>Common</u> I. 5"	1	3-2-
" " " " " "	1	3-1-

Her Standing and Running Rigging wire & stumps sufficient in size and good in quality.

She has One Long Boat and one Other

The present state of the Windlass is good & of gear Capstan Iron and Rudder good Pumps One in each Compartment with metal chambers.

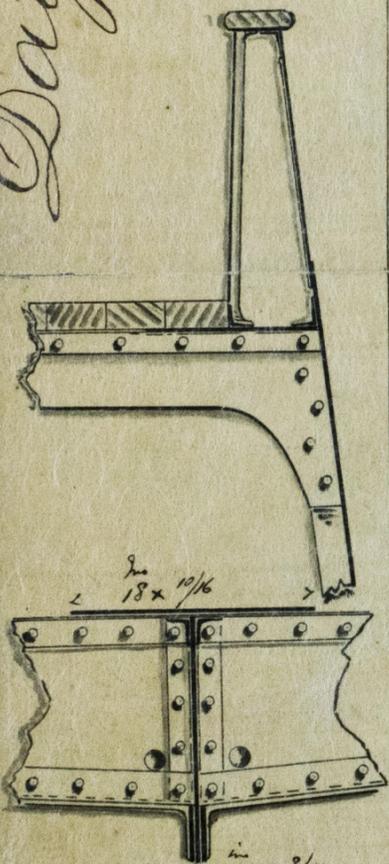
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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

Under special survey the whole time of building from March 10/64.

Dagman



Middle plate 23 x 3/16
Side plates 7 x 1
on upper part of
keel plate 3 x 3 x 5/16

This vessel is well built and B&C rigged for the voyage to Calcutta. The paddle-boxes and wheels removed in order to sail out.

J. F. L.

This vessel exceeds the length to beam of depth given in the Rules for steamships but the strake being 29" in lieu of 24" and the gunwale angle iron 4 x 3 x 7/16 in lieu of 3 1/2 x 3 x 5/16 and plating of vessel suitable for a much higher tonnage viz: anything under 500 tons the builders have not increased the same beyond the above named and the Butt straps 9/2 in lieu of 8 1/4 lapped over the strake below throughout, and from frame to frame in way of the sheerstrake

In what manner are the surfaces preserved from oxidation? By Portland Cement in plate and by Paint

A1.

I am of opinion this Vessel should be classed

The amount of the Fee £ 4 : : : is received by me,

Special £ 18 : 6 : : 12/9/64

Certificate (if required) £ Gratis

Committee's Minute Spent 12th Sept 1864

Character assigned A1 Built under Special Survey

M.C. (A+C.P.)

LR



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