

IRON SHIPS.

3678 Survey held at Hull Date August 20th 1866

on the ship Dagmar Master Winteringham

Tonnage in r tonnage deck 435.16 Built at Hull When built 1866 Launched 14th July

Ditto of poop 82.55 or spar deck 1.02 By whom built Chas & Wm Earle Owners Smith & Co

Ditto of engine room 82.67 Total Register tonnage 437.06 Gross Tonnage 519.73 Port belonging to Hull Destined Voyage Baltic

Surveyed while Building, Afloat, or in Dry Dock Special Survey during building & afloat in Victoria Dock

Length aloft 176 Feet. Extreme Breadth 25 Feet. Depth from top of Upper Deck Beam to top of Floor 14 Feet. Power of Engines 60 Horse. No. of Decks One

Dimensions of Ship per Register, length 175.5 breadth 25.1 depth 14

Keel, if bar iron, depth and thickness	6 3/4 x 2 1/2	Inches in Ship.	Inches required per Rule.
if plate iron, breadth and thickness	6 3/4 x 2 1/2		
Stem, if bar iron, moulding and thickness	8 1/2 x 4		
if plate iron, breadth and thickness	8 1/2 x 4		
Stern-post, if bar iron, moulding and thickness	21		
if plate iron, breadth and thickness	21		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		
Frames, Size of Angle Iron, single or double	3 1/2 x 3 1/4	Inches in Ship.	Inches required per Rule.
Reversed Iron, to every frame	3 3/4 x 2 1/2		
to every alternate frame	3 3/4 x 2 1/2		
Floors, depth and thickness of Floor Plate at mid line	16 x 7/6		
Ditto ditto at Bilge Keelson	8 x 7/6		
Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 3/4 x 2 1/2		
Beams, Deck (No. 50) double Angle Iron, Plate, Tee, or Bulb Iron	6 1/2 x 7/6		
double or single Angle Iron, on upper edge	2 1/2 x 2 1/2		
average space between	42		
Hold, or Lower Deck (No.) double Angle, Tee, Plate, or Bulb Iron	None		
double or single Angle Iron on edge	None		
average space between	None		
Paddle, sided and moulded, thickness of Plate size of Angle Iron	None		
Engine	None		
Keelson, single or double plate, box, or intercostal	19 x 7/6		
Size of Plates	7 1/2 x 7/6		
Size of Angle Irons	4 1/2 x 3		
Side, single or double, plate, box, or intercostal	4 1/2 x 3		
Bilge (No. one at each Bilge, or double, plate, or box	6 1/2 x 7/6		
Transoms, material None or, if none, in what manner compensated for.	None		
Knight-heads, and Hawse Timbers	None		
The Frames extend in one length from Hull to Gunwale	None		
The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge	None		
on the frames	None		
Keelson, how are the various lengths of plates or angle irons connected?	Butts of Angle Irons Shifter Strapped & Rivetted		
Plates, Garboard, double rivetted to keel, double rivetted at upper edge, with rivets (1 1/4 ins.) diameter, averaging (3 1/2 ins.) apart.	Double Rivetted		
Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (1/6 in.) diameter, averaging (2 1/8 ins.) apart.	Double Rivetted		
Butts from Keel to turn of bilge, worked carvel with butt straps (7/16) thick, double or single rivetted; with rivets (7/16 in.) diameter, averaging (2 1/8 ins.) apart.	Double Rivetted		
Edges from bilge to sheerstrake, worked carvel with a living piece (1/8 in.) thick, or clencher, double or single rivetted; with rivets (1/6 in.) diameter, averaging (1 1/8 in.) apart.	Double Rivetted		
Edges of Sheerstrake, double or single rivetted? At upper edge Rivetted to Gunwale At lower edge Double Rivetted	Double Rivetted		
Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 9/16) thick, double or single rivetted; with rivets (7/16 in.) diameter, averaging (2 1/8 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (2 1/2)	Double Rivetted		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double Rivetted	Double Rivetted		
Planksheer, how secured to the plating of the sides Explain by sketch	Double Rivetted		
Waterway, planksheer and to the Beams if necessary	Double Rivetted		
Deck Beams, how secured to the side? With Welded Pins Rivetted to Frames & Beams angle Irons Rivetted to Stringer & Top Plates	Double Rivetted		
Hold or Lower Deck ditto None	None		
Paddle	None		
No. of breasthooks Four crutches	Four		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Hopkins & Co	Hopkins & Co		
Manufacturer's name or trade mark Name Stamper & Co	Name Stamper & Co		
We certify that the above is a correct description of the several particulars therein given.	None		
Builder's Signature Alex. Gemmell	Surveyor's Signature W. Davidson		

4897 Iron

Workmanship. Are the lands or laps of the clewwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? Yes or are they in short lengths of various thicknesses? No
Do the holes for rivetting plate to frames, butt straps, 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? Yes a few in the Butts at Edge

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.

Completed Stock and others as required

SAILS.		CABLES, &c., tested at <u>Lipton Proving House Staffordshire</u>						ANCHORS, tested at <u>Lipton Proving House Staffordshire</u>					
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tons.		
	Fore Sails,	Chain <u>Stud...</u>	<u>2549. 3. 7. 66</u>	<u>120</u>	<u>1 1/4</u>	<u>28.2.0.0</u>	Bowers .. <u>Martins</u>	<u>3</u>	<u>2550. 16. 8. 66</u>	<u>13. 3. 7</u>	<u>15.10.0</u>		
	Fore Top Sails,	<u>Hampen</u>	<u>2558. 7. 7. 66</u>	<u>120</u>	<u>1 1/4</u>	<u>28.2.0.0</u>	<u>Porters</u> }	<u>3</u>	<u>2534. 28. 7. 66</u>	<u>13. 0. 0</u>	<u>14.15.0</u>		
	Fore Topmast Stay Sails,	Stream Cable <u>Twelve links tested</u>	<u>2559. 2. 7. 66</u>	<u>90</u>	<u>3/4</u>	<u>5.12.2.0</u>			<u>2530. 28. 7. 66</u>	<u>12. 2. 5</u>	<u>14. 8. 1</u>		
	Main Sails,	Hawser		<u>90</u>	<u>7</u>	<u>8.10.0.0</u>	Stream <u>Rodger</u>	<u>1</u>	<u>State includes</u>				
	Main Top Sails,	Towlines		<u>90</u>	<u>8 1/2</u>				<u>2523. 27. 7. 66</u>	<u>6. 0. 7</u>	<u>7.5.0.0</u>		
		Warp		<u>90</u>	<u>5 1/2</u>		Kedges .. <u>de</u>	<u>2</u>	<u>2522. 27. 7. 66</u>	<u>3. 1. 4</u>	<u>5.2.2</u>		
		All of <u>good</u> quality.		<u>120</u>	<u>3 1/2</u>				<u>2521. 27. 7. 66</u>	<u>1. 3. 21</u>	<u>4.1.2</u>		

Her Standing and Running Rigging Long & Short sufficient in size and good in quality.

She has Two Life Long Boat and two other Boats

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Order for Special Survey DATES of
No. 97 Surveys held
Date 27th April 66 while building
Order for Ordinary Survey as per
No. _____
Date _____ Section 18.
1st. On the several parts of the frame, when in place, and before the plating was wrought First Survey
2nd. On the plating during the progress of rivetting 31st March 66
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 Last Survey
5th. After the ship was launched 20th August 1866
State if she has a Spar Deck No Poop Yes Forecastle Monkey

General Remarks,

The Butts of the Shearstrake for 126 feet amidships were rivetted

In what manner are the surfaces preserved from oxidation? Inside The flat Ceilings the remainder with Paint
Ditto ditto Outside Paint

I am of opinion this Vessel should be Classed A 1
The amount of the Fee £ 5 : - : - is received by me,
Special £ 26 : - : -
Certificate (if required) £ - : - : -

Committee's Minute 28th August 1866

Character assigned A 1

Wm Davidson

This Special appears eligible to be Classed

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