

IRON SHIPS.

Rec'd 5/11/66
[Signature]

No. 10115 Survey held at Newcastle Date 17th April to 3rd Nov 1866
 on the S.S. "Dagmar" Master Langburg
 Tonnage under tonnage deck 652.90 Built at Newcastle When built 1866 Launched 27th Sept. 1866
 Ditto of poop or spar deck
 Ditto of engine room 208.93 By whom built A. Leslie & Co Owners Anglo Danish Company
 Total Register tonnage 443.97
 Gross Tonnage 652.90 Port belonging to London Destined Voyage Copenhagen
 Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 210.4 Extreme Breadth 28.2 Depth from top of Upper Deck Beam to top of Floor 15.1 Power of Engines 90 No. of Decks one

(Dimensions of Ship per Register, length 210.4 breadth 28.2 depth 14.9)

	Inches in Ship.		Inches required per Rule for 600 tons Scale.		Inches in Ship.		Inches required per Rule.		
	In Ship.	16ths In Ship.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	
Keel, if bar iron, depth and thickness	7	2 3/4	7	2 3/4	7	2 3/4	7	2 3/4	
„ if plate iron, breadth and thickness	7	2 3/4	7	2 3/4	7	2 3/4	7	2 3/4	
Stem, if bar iron, moulding and thickness	7	2 3/4	7	2 3/4	7	2 3/4	7	2 3/4	
„ if plate iron, breadth and thickness	7	2 3/4	7	2 3/4	7	2 3/4	7	2 3/4	
Stern-post, if bar iron, moulding and thickness	8 1/2	4 1/2	7	5 1/2	7	5 1/2	7	5 1/2	
„ if plate iron, breadth and thickness	7	2 3/4	7	2 3/4	7	2 3/4	7	2 3/4	
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		21		21		21		
Frames, Size of Angle Iron, single or double	4	3	7/16	4	3	7/16	4	3	7/16
„ Reversed Iron, # to every frame or every frame	3	2 3/4	4/16	3	2 3/4	4/16	3	2 3/4	4/16
Floors, depth and thickness of Floor Plate at mid line	1 1/2	8/16	4/16	1 1/2	8/16	4/16	1 1/2	8/16	4/16
„ Ditto ditto at Bilge Keelson	9/16			9/16			9/16		
„ Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	2 3/4	4/16	3	2 3/4	4/16	3	2 3/4	4/16
Beams, Deck (No. 45) double Angle Iron, Plate, Tee, or Bulb Iron	7	7/16	7/16	7	7/16	7/16	7	7/16	7/16
„ double or single Angle Iron, on top edge	2 1/2	2 1/2	4/16	2 1/2	2 1/2	4/16	2 1/2	2 1/2	4/16
„ average space between	3 feet	0 inches		3 feet	0 inches		3 feet	0 inches	
Hold, or Lower Deck (No. 28) double Angle, Tee, Plate, or Bulb Iron	7	7/16	7/16	7	7/16	7/16	7	7/16	7/16
„ double or single Angle Iron, on top edge	3	2 3/4	4/16	3	2 3/4	4/16	3	2 3/4	4/16
„ average space between	2 1/2	4	frames	2 1/2	4	frames	2 1/2	4	frames
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron									
„ Engine									
Keelson, single or double plate, box, or intercostal	22	8/16	8/16	22	8/16	8/16	22	8/16	8/16
„ Size of Plates <u>butt iron</u>	7 1/4	7/16	7/16	7 1/4	7/16	7/16	7 1/4	7/16	7/16
„ Size of Angle Irons	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16
„ Side, single or d'ble, plate, box, or intercostal	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16
„ Bilge (No. 1) at each Bilge, single, or double, plate, or box	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16	4 1/2	3 1/4	7/16
<i>Butt iron 8 x 7/16 between for 105 feet</i>									

Transoms, material plate or, if none, in what manner compensated for. Knight-heads, and Hawse Timbers Plate

The Frames extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (5 1/2) apart

The reverse angle irons on the floors extend in one length from the middle line from to Hold to beam knee plates and „ „ „ on the frames „ „ „ from to alternate frames to deck

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

Plates, Garboard, double or rivetted to keel, double or and at upper edge, with rivets (1/8 in.) diameter, averaging (4 1/2 in.) apart.

„ Edges from Garboards to upper part of bilge worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.

„ Butts from Keel to turn of bilge, worked carvel with butt straps (10 to 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? no

„ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 in.) apart.

Do the butt straps lap over and rivet through the lands of the strake below? no

„ Edges of Sheerstrake, double and single rivetted? At upper edge single At lower edge double

„ Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 7/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 3/4 ins.) apart. Breadth of laps in double rivetting (4 1/2 x 4 1/2) Breadth of laps in single rivetting ()

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

Planksheer, how secured to the plating of the sides { Explain by sketch } Butt Waterway

Waterway „ „ planksheer and to the Beams { if necessary. } Butt Waterway

Deck Beams, how secured to the side? Bracket ends

Hold or Lower Deck ditto ditto

Paddle „ „ No. of breasthooks 4 crutches 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Plate and angle iron, marked, "Palmer's best Sarnow"

Manufacturer's name or trade mark Plate and angle iron, marked, "Palmer's best Sarnow"
 We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Andrew Leslie Ho Surveyor's Signature J. Harding
J. James Skinner

LLOYD'S REGISTER FOUNDATION

5144 Gros

Workmanship. Are the lands or laps of the clenwork 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? or are they in short lengths of various thicknesses? Solid with single pieces
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so 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, 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.

N ^o .	SAILS.	CABLES, &c., tested at <u>"Lloyd's" proving house</u>				ANCHORS, tested at <u>"Lloyd's" proving house</u>							
		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to Tons.	N ^o .	No. on Anchor seen by me.	No. and date on Certificate.	Weight. Ex. stock.	Tested to Tons.		
	Fore Sails,	Chain	1719	1719-5.10.66	180	1 3/8	34.0.0.0	Bowers	1	3870	3870-7.9.66	17.0.17	18.8.3.0
	Fore Top Sails,	Hemp	1704	1704-25.9.66	60	1 3/8	34.0.0.0		1	3863	3863-4.9.66	16.3.0	18.0.2.14
	Fore Topmast Stay Sails,	Stream Cable			60	3/4			1	3862	3862-4.9.66	15.0.21	15.14.1.14
	Main Sails,	Hawser			90	8 1/2		Stream	1			7.0.21	} In Stock.
	Main Top Sails,	Towlines			90	6		Kedges	1			3.2.24	
		Warp			90	4						1.3.10	
		All of <u>new</u> quality.											

Her Standing and Running Rigging is sufficient in size and good in quality.
 She has two life Long Boat and two others
 The present state of the Windlass is good Capstan good and Rudder good Pumps 4 deck, Main Engine &c.

Order for Special Survey DATES of Surveys held
 No. 566 Date 20 March 1866
 Order for Ordinary Survey as per Section 18.
 No. --- Date ---
 1st. On the several parts of the frame, when in place, and before the plating was wrought Special
 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 Survey
 5th. After the ship was launched

State if she has a Spar Deck raised quarter Poop deck 63 feet or Forecastle 35 feet

General Remarks,

This vessel was built under survey of the late Mr. Tiltman, upon examining his note book, I find she is similar in every respect to the "Anglo Dane" report N: 10047 and classed A 1.

In what manner are the surfaces preserved from oxidation? Inside Cement and paint
 Ditto ditto Outside Paints

I am of opinion this Vessel should be Classed A 1
 The amount of the Fee£ 5 : : : is received by me,
 Certificate (if required)£ 32 : 13 : :
 Committee's Minute 6th November 18 66

Character assigned A 1
Mc MA

James A. Harding
 I am of opinion this vessel is eligible for classification as recommended above
 Lloyd's Register Foundation

James A. Harding 90 S, Millburn, Glasgow