

8013

(Iron) Lengthened, and S. S. N. 1.

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 9882** Survey held at Sunderland Date, first Survey 28th Decem^r 1869 Last Survey 25th Februy 1870
 on the Iron Steamer "Dacia" Master G. H. Donnell

Late Tonnage 1517 built at Sunderland When built 1867 (11 mo)
 By whom built Laing Owners Normood and Co
 Port belonging to Lough Destined Voyage from London to West Indies
 If Surveyed Afloat or in Dry Dock Laing's dry Dock and Volute Dock

Last Survey, No. 7065 Port London Classed A. 1. (4.69.)

REPAIRS, &c. Now done lengthened about 40 feet, the Registered Dimensions, and tonnage, are as follows, viz.

Length aloft	283.00	Tonnage, under tonnage deck	1251.60
Breadth	34.75	" Registering Space	330.14
Depth in Hold	17.90	" Spar Deck	574.84
" from Spar Deck	25.30	" House for Crew	12.09
		" O ^r under Bridge	17.26
		Total	1855.79

The Committee's instructions dated 10th Jan^y 1870. are now carried out in lengthening this Vessel, also all the arrangements and scantlings are adhered to as marked on the accompanying tracing (except as shown on the other side) thereby making the new work conform to the original structure so far as it is practicable; the Cement has been repaired where necessary, and the whole of the new work cemented from keel to the turn of bilges.

The Ceiling and Cement now removed far in excess of S. S. N. 1. and the plating, frames, rivets &c found in good condition; the Bottom scraped and painted with composition paint and Tallow, the topsides, and part of the inside, repainted. The new Iron was marked as follows viz. Angles, Jirack & Co. Plates, Constable & Co. Bulbs, Palmer and Co.

Present Condition of the

Decks <u>ft</u> new		Trunnels		Windlass and Capstan <u>2</u> Steam Winches and one Hand <u>2</u>
Waterways		Breasthooks and Stenson		Pumps <u>part</u> refitted
Comings		Transoms, Pointers, and Crutches		Boats <u>four</u> large and <u>four</u> small
Upper Deck Beams & Fastenings	<u>good</u>	Timbers of the Frame at the openings	<u>good</u>	Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings	<u>where</u>	Ditto Ditto at other places	<u>where</u>	Condition, how ascertained <u>in pth</u> and enquiry
Planksheers	<u>new</u>	Keelsons	<u>new</u>	Sails
Sheerstrakes		Clamps and Shelves		Anchors No. of <u>3</u> B. N. <u>2</u> K. <u>1</u>
Topsides		Ceiling		Cables <u>two</u> Boreas now added
Wales		Rudder		Cables <u>300</u> fath ^s of <u>1 1/2</u>
Plank (Bottom) and Counter		Copper paint &c When put on <u>now</u>		Hawsers and Warps
Engine Room Skylights <u>good</u>		Caulking of		Standing & Running Rigging <u>good</u>
Coal Bunker, Openings, Lids, &c. <u>good</u>		Bottom, Deck, & Waterways <u>Good</u>		
Scuppers <u>good</u>				
Cargo and Main Hatchways <u>good</u>				
Hatches <u>good</u>				

General Observations and Opinion,

This Ship is now lengthened as per Committee's instructions dated Jan^y 10th 70. is in good and efficient condition, and fit in my opinion to remain as classed viz A also to be marked S. S. N. 1. 1870. and beg to recommend her to the favourable consideration of the Committee relative to Character for Stores please

The Amount of Entry Fee.....£ 3 : : : is received by me, See Anchor other side.

Special.....15 - 15 - 0

Certificate (if required)

Committee's Minute 10th June

Character assigned A

Record lengthening (A & C)

WMA

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I beg to concur in the recommendation given by Mr. T. to the Committee for the Classification of Hull & Equipment of this Ship under his Special Survey.

Joseph Allen.

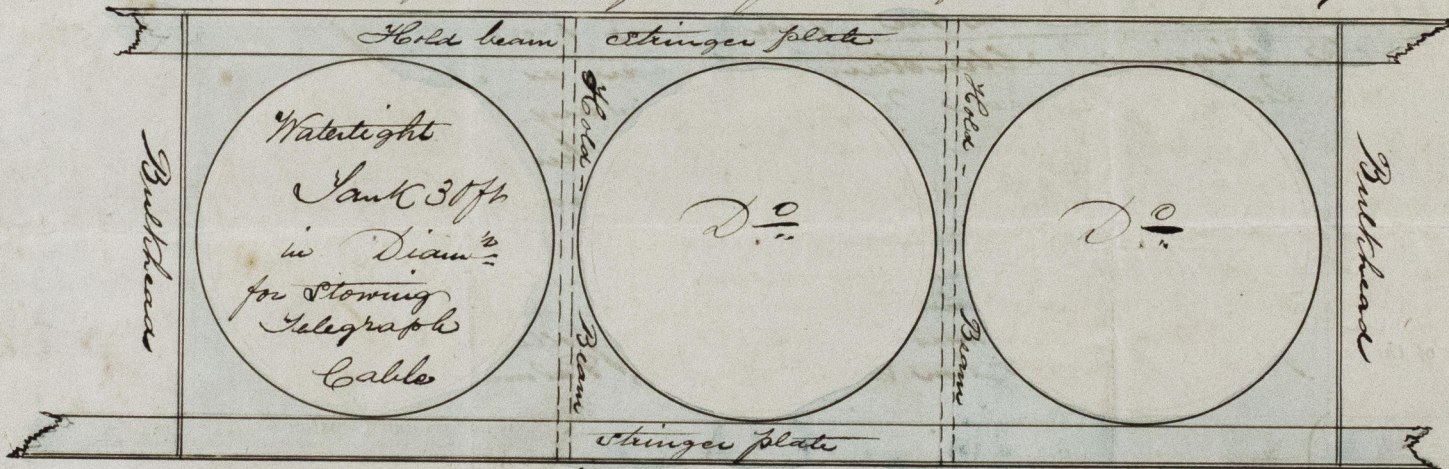
Good and Efficient where seen

8013 Iron

The Strake between the Main, and Spar Deck, Sheer Strake now doubled with $1\frac{1}{16}$ plate for nearly three fourths the Ship's length amidships, at the after end of the doubling plate there is a Port, for the purpose of strengthening which, there is a bull bar wrought over it, fitted between double angles iron $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$ with bull bar $8 \times \frac{7}{16}$ thus ————
 There is also another Port towards the fore end which is treated in the same manner.

The main hold, from bulkhead to bulkhead, measures over 90 ft in which space there are only two hold beams fitted, see sketch below, and the brackets beneath the hold beam stringers instead of being fitted to alternate frames as per Rule; average about six frames but in lieu of the said beams and brackets there is a complete iron fitted $\frac{5}{16}$ thick, as shown in blue, the object of this arrangement is the carrying of Telegraph Cables in Watertight Circular iron Tanks, the said tanks are bolted down to wood bearers running fore and aft, and side by side, the bearers being first fastened with nut and screw bolts, to alternate frames. The after hold has one Tank only but three beams have now been removed for its introduction, it is fitted in all respects as described above; the Main deck Beams are Pillared in the way of Tanks wherever practicable and is in my opinion efficient, the Rules could not be carried out in this respect without interfering with the paying out of the Cable.

← Plan of Hold from fore to after Bulkhead →



The iron deck here shown ^{in blue} is rivetted to, and rests upon an iron fitted around each Tank.

The Bridge has been extended so as to cover the Engine Hatch, and from thence up to the bridge it is with an iron Bulkhead as per Rule, there is also a Deck house added forward.

Two Bower Anchors have now been (see weights below) tested to $31.1.1.0$ and the old Chain Tor 300 fathoms has been retested to 59 tons and a portion has also been tested Cent beyond the Admiralty scale for $1\frac{1}{16}$ D $\frac{1}{2}$ as per Certificates from the New and Sunderland testing houses. Signed J. Hartnups

Mr. Laings Manager States that the two Bower Anchors are replaced by those ^{named} below, but after very careful examination no traces of weight &c, could be found on them (they were removed), nor could I get the weights of the old ones but on reference to the original Report, coupled with the statement the weights are as follows namely.

	clap. gr. lbs.		clap. gr. lbs.
New Bower Anchor	33.0.24	Rule	32.0.0
" " "	33.1.0	"	32.0.0
Old " " "	30.0.14	"	27.0.23
" Stream "	12.1.0	"	13.0.0
" Kedge "	6.3.0	"	6.2.0
" Kedge "	3.0.10	"	3.1.0
Total in Ship	118.2.20	against	113.3.23 Reg ^d by Rule

Joseph
 Lloyd's Register
 Foundation