

IRON SHIP.

No. *100* Survey held at *London* Date, First Survey *14 June* Last Survey *10 June* 18*90*
 On the *Steam Ship "The Queen"* late *Greenwich* Master *J. Green*

TONNAGE under Tonnage Deck *285*
 Ditto of Third Spar, or Awning Deck *128*
 Ditto of Poop, or Raised Quarter *128*
 Ditto of Hold on Deck *128*
 Ditto of Forecastle *128*
 as Crane Space *128*
 as Engine Room *128*
 as Register Tonnage as cut on Beam *128*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) *11' 5"*
 DEPTH from upper part of Keel to top of Upper Deck Beams *9' 9"*
 GIRTH of Half Midship Frame (as per Rule) *15' 5"*
 1st NUMBER *399*
 1st NUMBER, if a 3 DECKED VESSEL, deduct 1 feet

LENGTH *135*
 2nd NUMBER *5386*
 PROPORTIONS—Breadths to Length *under 6*
 Depths to Length—Upper Deck to Keel *under 14*
 Main Deck ditto *under 14*

Built at *Greenwich*
 When built *1886* Launched *1886*
 By whom built *Greenwich Dock Co.*
 Owners *The Queen Railway Co.*
 Port belonging to *London*
 Destined Voyage *London*
 If Surveyed while Building, Afloat, or in Dry Dock. *Afloat and in Dry Dock*

LENGTH	Feet	Inches	BREADTH	Feet	Inches	DEPTH	Feet	Inches	Power of Engines	Horse	N ^o . of Decks with flat laid	N ^o . of Tiers of Beams
on deck as per Rule	135	0	Moulded	20	0	Deck Beams	8	11	56	56	1	1
Dimensions of Ship per Register, length, 135' breadth, 20' depth, 9' 6"												
KEEL, depth and thickness												
EM, moulding and thickness												
ERN-POST for Rudder do. do.												
for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
DOORS, depth and thickness of Floor Plate at mid line for half length amidships												
thickness at the ends of vessel												
depth at $\frac{1}{2}$ the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Angle or double Angle Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper edge												
Average space												
BEAMS, Main or Middle Deck												
Angle or double Angle Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper edge												
Average space												
BEAMS, Lower Deck, Hold, or Orlop												
Angle or double Angle Iron, Plate or Tee Bulb Iron												
Angle or double Angle Iron on Upper edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
Butt Plate to Intercoastal Keelson												
Angle Irons												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
ILGE Angle Irons												
do. Bulb Iron												
do. Intercoastal plates riveted to plating for length												
ILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for $\frac{1}{2}$ length												
ILGE STRINGER Angle Irons												

ransoms, material. Knight-heads. Hawse Timbers.
 Findlass *Ham Woodlass* Pall-Bitt

he FRAMES extend in one length from *Keelson* to *Deck stringer* Riveted through plates with *7/8* in. Rivets, about *5* apart.
 he REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *upper turn of Bilge* and to *deck stringer* alternately
 EELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes, as far as space*
 LATING. Garboard, double riveted to Keel with rivets *7/8* in. diameter, averaging *3* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3* ins. from centre to centre.
 Butts of Strakes at Bilge for length, treble riveted with Butt Straps *thicker than the plates they connect.*
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *2 3/4* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *2 1/4* ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted.*
 Butts of Main Sheerstrake, *double* riveted for *whole* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *length* amidships.
 Butts of Main Stringer Plate, *treble* riveted for *whole* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *length*.
 Breadth of laps of plating in double riveting *3 1/4* Breadth of laps of plating in single riveting *2 1/4*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *double*
 Waterway, how secured to Beams *(Explain by Sketch, if necessary.) See Plan*
 Beams of the various Decks, how secured to the sides? *by Bracket-ends* No. of Breasthooks, *1* Crutches, *1*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *See Plan*
 Manufacturer's name or trade mark, *See Plan*
 The above is a correct description.
 Builder's Signature, *See Plan* Surveyor's Signature, *See Plan*
 Surveyor to Lloyd's Register of British and Foreign Shipping

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *✓*
 Are the fillings between the ribs and plates solid single pieces? *yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes*
 Do any rivets break into or through the seams or butts of the plating? *none seen*

Masts, Bowsprit, Yards, &c., are *wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give
 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 riveting, quality of Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *✓*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machines where Tested & stamped.	ANCHORS.	N ^o .	Weight, Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machines where Tested & stamped.
SAILS.							Bower Anchors					
CABLES, &c.							(State Machines where Tested, Iron or No. of Cables, & Name of Superintendant.)					
N ^o .	Chain	165	1 1/16		1 1/16							
✓	Fore Sails,											
✓	Fore Top Sails,	45	1 1/16		1 1/16							
✓	Fore Topmast Stay Sails,											
✓	Main Sails,	75	6 1/2		6 1/2							
✓	Main Topmast Stay Sails,	45	2 1/4		2 1/4							
✓	Warp	90	4		4							
and quality												

Standing and Running Rigging *good* sufficient in size and *good* in quality. She has *1* Long Boat and *1* Life-boat
 The Windlass is *iron* Capstan *✓* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *steel coming* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

Coal Bunker Openings.—How constructed? *✓*

How are lids secured? *✓*

Height above deck? *✓*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *3 Tricing ports on each side*

Cargo Hatchways.—How formed? *see plans*

State size Main Hatch

Forehatch *✓*

Quarterhatch

3' x 3'

If of extraordinary size, state how framed and secured? *see plans*

What arrangement for shifting beams? *none.*

Hatches, If strong and efficient? *yes.*

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. in builder's yard.

DAYS of Survey hold while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought;
- 2nd. On the plating during the process of riveting;
- 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 or cemented....
- 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This Vessel was placed in Dry Dock, examined by me, all outside and found in the very best condition. I try to observe that inspection inside could only be carried out partially on account of the vessel being close coiled and lined from keel to gunwale, also fitted with tanks and other installations all fore and aft. From what I have been able to ascertain the strake next below the sheerstrake is doubled for about 1/5 the vessel's length, which is not shown on the plans; and the workmanship in all her parts is faultless. Although her scantlings are in some respects below the requirements of the rules, she has on the other hand extra bulkheads and qualification which in my opinion will compensate for the deficiency, therefore considering that she is not intended for carrying cargo, but simply to convey the mail and passengers between the Ports of Careniero and Lagunayras and the Carenier themselves proposing the Load line of only 6 ft 6 inches, I try to submit her for the favorable consideration of the Committee to be classed 100A1*

State if one, two, or three decked vessel, or if spar, or coving decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Paint and Black enamel* Outside *Paint*

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ 1 : 0 : 0 is received by me,

Special ... £ 6 : 6 : 0 *not received* 187

Certificate ... 5 :

(Travelling Expenses, if any, £ ...)

Committee's Minute *31st July 1890*

Character assigned *No class to be assigned*

As 4. M. J. 20. 20. 20.
 ANTH 57/29

Surveyor to Lloyd's Register of British and Foreign Shipping.

Report of

No. *1021* Date

No. in *Survey held*

Reg. Book. *2586*

On the Mach

Gross *285*

Net *121*

Registered *26*

Horse Power

No. of Main Boilers *100*

Steam Pressure in Main Boilers *100*

in Donkey Boiler *100*

Last Survey No.

Particulars of E

(State clearly the cause of

repairs due to other causes.

and the Surveyor personally go

this was not done, state for

and what parts of the Boilers

also what special means, in the

Surveyor to assure himself of

this Sur

The best

the Boiler

The Prop

the Mach

Good Cond

The vessel

particulars

be taken

General Observ

(State clearly what alter

thus, for example, I

Fee or Registration Fee (per

Survey Fee (per Section 28) ...

Special Damage Fee (per Section

Certificate (if required) at per

Travelling Expenses (if chargeab

Committee's Minute

Assigned



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