

Steel and IRON SHIP.

No. 2733 Survey held at Belfast Date, First Survey 3 February 1880 Last Survey 4th January 1881
On the Screw Steamer "British Queen" 4 masts Master S. Lecky

TONNAGE under Tonnage Deck 2325.24 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck 918.55 SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Qr. Dk. 3253.79
Ditto of Houses on Deck 304.1
Ditto of Forecastle
Gross Tonnage 3557.89
Less Crew Space 142.28
Less Engine Room 1138.52
Register Tonnage as cut on Beam 2247.09

HALF BREADTH (moulded) 19.5
DEPTH from upper part of Keel to top of Upper Deck Beams 31.33
GIRTH of Half Midship Frame (as per Rule) 46.3
1st NUMBER 97.13
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet 7
LENGTH 90.13
2nd NUMBER 36809
PROPORTIONS—Breadths to Length 10.4
Depths to Length—Upper Deck to Keel 13.0
Main Deck ditto 14.1

Built at Belfast
When built 1880-81 Launched 4th Nov. 80
By whom built Harland & Wolff
Owners British Shipowners Co
Port belonging to Liverpool
Destined Voyage
X Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	408	5	Moulded	39	0	Deck Beams	Do. do. Main Deck Beams	29	2 1/2	Engines	300	Three	Three
Dimensions of Ship per Register, length, 410.3 breadth, 39.0 depth, 28.9													
KEEL, depth and thickness	Inches in Ship.			Inches per Rule.			Flat Keel Plates, breadth and thickness						
STEM, moulding and thickness	9 1/2 x 4			9 1/2 x 27/8			PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges						
STERN-POST for Rudder do. do.	11 x 6 3/4			11 x 6 1/2			" of doubling at Bilge, or increased thickness, and length applied						
" " for Propeller	10 x 4 1/2			24			" fm up. part of Bilge to lr. edge of Sh'rstrake.						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.						
(Class 100 F)													
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 3 1/2 13/32			5 1/2 3 1/2 13/32			Butt Straps to outside plating, breadth & thickness						
Do. for 1/3 at each end	5 1/2 3 1/2 13/32			5 1/2 3 1/2 13/32			Lengths of Plating						
REVERSED FRAMES, Angle Iron	3 1/2 3 1/2 13/32			3 1/2 3 1/2 13/32			Shifts of Plating, and Stringers						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 1/2 x 8			25 1/2 x 8			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness						
" thickness at the ends of vessel	13/32			13			Angle Iron on ditto						
" depth at 2/3 the half-bdth. as per Rule	52			51			Tie Plates fore and aft, outside Hatchways						
" height extended at the Bilges	8 1/2 x 8			8 1/2 x 8			Diagonal Tie Plates on Beams No. of Pairs						
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	48			48			Planksheer material and scantling						
Single or double Angle Iron on Upper edge	9 x 9			9 1/2 x 9			Waterways do. do.						
Average space	48			48			Flat of Upper Deck do. do.						
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	48			48			How fastened to Beams						
Single, or double Angle Iron, on Upper Edge	10 x 9			10 1/2 x 9			Stringer Plate on ends of Main or Middle Deck						
Average space	48			48			Beams, breadth and thickness						
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	48			48			Is the Stringer Plate attached to the outside plating?						
Single or double Angle Iron on Upper Edge	48			48			Angle Irons on ditto, No. 2						
Average space	48			48			Tie Plates, outside Hatchways						
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	30 1/2 x 23/32			30 x 23/32			Diagonal Tie Plates on Beams, No. of pairs						
" Rider Plate	14 x 23/32			14 x 23/32			Waterways materials and scantlings						
" Bulb Plate to Intercostal Keelson	6 x 4			6 x 4			Flat of Middle Deck do. do.						
" Angles	6 x 4			6 x 4			How fastened to Beams						
" Double Angles	6 x 4			6 x 4			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams						
" Side Intercostal Plate	12 x 19/32			12 x 19/32			Is the Stringer Plate attached to the outside plating?						
" do. Angle Irons	13 x 19/32			13 x 19/32			Angle Irons on ditto, No. 2						
" Attached to outside plating with angle iron	wash plate 7			iron wash plate 7			Stringer or Tie Plates, outside Hatchways						
BILGE Angle Irons	9			9			Flat of Lower Deck						
" do. Bulb Iron	3			3			Ceiling betwixt Decks, thickness and material						
" do. Intercostal plates riveted to plating for length	2			2			" in hold do. do.						
BILGE STRINGER Angles	6 x 4			6 x 4			Main piece of Rudder, diameter at head						
Intercostal plates riveted to plating for length	12 x 19/32			12 x 19/32			do. at heel						
Rider length	13 x 19/32			13 x 19/32			Can the Rudder be unshipped afloat?						
SIDE STRINGER Angles	6 x 4			6 x 4			Bulkheads No. 7 Thickness of						
Transoms, material. Knight-heads. Hawse Timbers.	steel			steel			" Height up to upper d/Ron to L & R						
Windlass	iron patent			iron patent			" How secured to sides of ship						
Pall Bitt	✓			✓			" Size of Vertical Angle Irons 5 1/2 x 3 1/2 x 6 and distance apart						
	✓			✓			" Are the outside Plates doubled two spaces of Frames in length?						

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 1" in. Rivets, about 7" apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to main or middle deck and to upper deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 5 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts from Keel to Gunwale, worked carvel, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from centre to centre.

" Butts of all Strakes at Bilge for over 3/5 length, treble riveted with Butt Straps 1/8 thicker than the plates they connect.

" Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from cr. to cr.

" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted, Straps 3/16 thicker for 1/4, 1/16 for 1/4 length.

" Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/5 length.

" Breadth of laps of plating in double riveting 6 1/4 Breadth of laps of plating in single riveting Straps 1/16 thicker

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quadruple, treble and double.

Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? turned knees welded No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark, Steel Co of Scotland, Parkhead & Lardale.

The above is a correct description.

Builder's Signature, Harland & Wolff Surveyor's Signature, J. M. Lecky

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Hammered*
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*
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? *No*

Masts, Bowsprit, Yards, &c., are *Iron & 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 *Four masts fitted as auxiliary to the steam power.*
These masts were built from the same drawings as appld for similar
Vessel "British Empire" see Belfast report No 2544, and Secretary's letter
of the 24th May 1879. Plates tested and found satisfactory.

NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain	150-48	2 1/8	8 1/4 tons	300-2 1/8		Bower Anchors	4	42-1-13	37.8-0-14	41 1/2 cwt.	36 1/2 tons
	Fore Top Sails,	Iron Str'm Chain	149-2					(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		41.3-12	37.9-3-21	41 1/2 cwt.	36 1/2 tons
	Fore Topmast Stay Sails,	Ditto do.	90-2	1 3/8	16-18-00	90-1 3/8				40-2-11	36-4-1-14	40 1/2 cwt.	36 1/2 tons
	Main Sails,	Hmpn Strm Cbl	100	5" Steel						36-3-0	33-11-3-14	36 1/4 cwt.	33 7/10 tons
	Main Top Sails,	Hawser	100	3 1/4									
	and	Towlines	200	8" Minella									
		Warp	200	7"									
		quality	200	6"									

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *four* *life* Boats and *two* *gigs*
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *2 strongly of Leak* How secured in ordinary weather? *Always shipped*
What arrangements for deadlights in bad weather? *Bulls eyes*

Coal Bunker Openings. How constructed? *In ship's side* How are lids secured? *Short-bolled* Height above deck? *✓*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Four ports, open gangways and*
by scuppers on each side.

Cargo Hatchways. How formed? *Plates and angles*
State size Main Hatches *Fore, 11.6 x 10.0; 19.6 x 12.0; Fore hatch 11.6 x 10.0; 11.6 x 10.0* Quarter hatch

If of extraordinary size, state how framed and secured? *✓*
What arrangement for shifting beams? *Oak shifting beams and oak fore and afters.*
Hatches, If strong and efficient? *yes*

Order for Special Survey No. 94	DATE	1st.	2nd.	3rd.	4th.	5th.
23-2-1879	23-2-1879	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped
Order for Ordinary Survey No. 138	138	Feb. 3-16-18-19. March 1-6-11-17. 19-26-31 April 2-8-9-12. 14	15. 19. 24. 28. May 1. 3. 6. 13. 14. 21. 25. June 2. 8-11-21. 24	28- July 5-15-19-23-30 August 3. 6. 10. 13. 23-24-27	Sep-1-6-13-14-16-23-28. Oct 1-6-13-15-21-26-28. Nov	1-4-5-12-16-22-30 Dec 6-10-16 Jan 4. 5. 7. 12. 14-1881.

General Remarks (State quality of workmanship, &c.) *This three decked vessel has been built in accordance*

with the drawings submitted and approved and in other respects to the Secretary's
letters of the 4/4/79-11/12/79/5/1/80, and to the Rules for the 100 ft grade.

She is built of steel with the exception of the beams, keel, stern & stern post, stanchions, wash
plates, bulwarks and the erections above deck which are of iron.

She has a fore-castle 86ft long not enclosed top in the form of a turtle-back, beams 5 x 3 x 3/8, partly
plated and partly covered with a yellow pine deck 2 1/2" thick. Iron enclosures around engine

and boiler spaces extended forward and aft for cabins &c. making a total length of 137ft.
Beams extend to ship's side, frames carried up to receive them, forming stids for boats,

and covered with a 2 1/2" yellow pine deck, upon which is fitted a chark house and the engine room
skylight. She is steered by Machinery, chain working over an angle iron wheel; the spaces between

the sides of house which protects the steering gear and bulwarks are lightly plated
forming a turtle back poop 50ft long - not enclosed. } Midship section and profile

Materials good, workmanship superior. } forwarded herewith.

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

How are the surfaces preserved from oxidation? Inside *Cement and paint* Outside *Paint*

I am of opinion this Vessel should be Classed *+ 100 A.1. Steel & iron.*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J.W.S.*

Special ... £ 113 : 19 : 0 24th Jan 1881
Certificate ... *Gratis*

Committee's Minute *Tuesday February 1st 1881.*

Character assigned *100 A.1. Steel & iron.*

Lloyd's Register