

REPORT of SURVEY for REPAIRS, &c.

5596

No. 5596

No. in Survey held at

Glasgow

Date, first Survey

and

Last Survey

23rd Jan

1882

Reg. Book.

593 on the Iron Steamer Tyne Queen

Master

YEAR.

MONTH.

TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Arming Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm.

896

1002

626

Built at Newcastle

When built 1863

3

Owners J. W. Smith

Port belonging to Hull

Residence Princess Dock Buildings

By whom built Geo. H. B. Co

Destined Voyage

If Surveyed Afloat or in Dry Dock

(State Name of Dock)

Afloat in Queen's Dock

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

5056

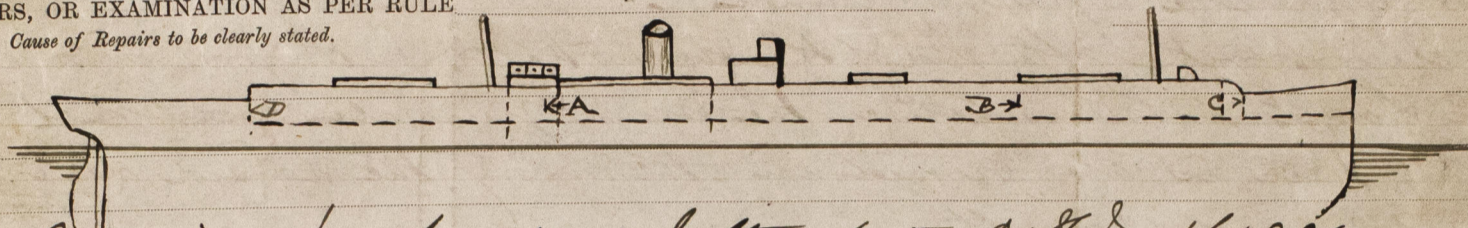
Port Hull

SS Hull No. 31

10. 28

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.



As desired per Secretary's letter dated 24th Jan 1882 and after the examination of the Liverpool report dated 23rd May 1870 with its appended sections and correspondence, a survey was held upon this vessel. The above sketch (3/4 scale as regards lengths) shows her present arrangements above the line of her main deck. She has a raised quarter deck and forecastle. The portion amidships from A & B appears to be the addition referred to in the Liverpool report, from B & C and from A & D the original hullwork plating iron main rail plate and hullwork stencils (shown on the tracing No. 1 attached to the Liverpool report) appear to have been retained, and from the main rail up, plated and completed to conform to the Swedish P.T.O.

Present Condition of the

Decks
Waterways
Comings
Upper Deck Beams & Fastenings
Lower Deck Beams & Fastenings
Planksheers
Sheerstrakes
Topsides
Wales
Plank (Bottom) and Counter

Treenails
Breasthooks and Stenson
Transoms, Pointers, and Crutches
Timbers of the Frame at the openings
Ditto Ditto at other places
Keelsons
Clamps and Shells
Ceiling
Rudder
Copper (or Y.M.) When put on
Caulking of
Bottom, Deck, & Waterways

Windlass and Capstan
Pumps
Boats
Masts, Yards, &c.
Condition, how ascertained
Sails
Anchors No. of
Cables
Hawsers and Warps
Standing & Running Rigging

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo and Main Hatchways

Hatches

General Observations, Opinion as to Class, &c.

With reference to the remarks herein made. I am unable to recommend this vessel to be rated as 'Arming decked'.

The Amount of Entry Fee ... £

Special ... £

received by me,

188

Certificate (if required)

to be sent as per margin...

(Travelling Expenses, if any, £)

Committee's Minute

188

Character assigned

W. Thompson

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



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Midship section No 2. The bulwark platings are $1\frac{1}{2}$ inch diam^{rs} and spaced five feet apart. The scuffers and mooring pipe holes have been riveted up but there is a port $24" \times 10"$ in this bulwark plating on each side ahead of the main and after hatchways. A sketch in pencil is added to section No 1 showing the arrangement of these covered in parts. The ports referred to are secured as cargo ports. The main and after hatchways of this deck are respectively 20 and 20 $\frac{1}{2}$ feet in length. The casings over the boilers and engine skylights are low (as they might have been on a deck house in 1870). There is a small house and bridge before the funnel.

Ahead of the after end of the main hatch on the port side one of the frames is broken between the main gunwale and rail. The plating there is also pressed in. The whole of the raised deck has been renewed recently.

According to the Pilot's office returns, this vessel upon her arriving at Glasgow drew 10 $\frac{1}{2}$ feet aft.

The continuous erection between the raised quarter deck and Forecastle cannot in my opinion be considered as an "awning deck" within the intention and requirements of the rules. I have therefore deferred sending to the Owners a notice of the requirements of the Society's rules relating to "awning decked vessels as regards the load line". If a draught of water considerably less than 10 $\frac{1}{2}$ feet aft in fresh water was proposed by the Owners and adhered to, such a superstructure as above described might be considered as a "shade deck" for which a load line is not now required by the rules. but I respectfully remark that I cannot recommend her as an "awning decked vessel".

H. Thompson



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