

IRON SHIPS.

No. 3448 Survey held at Greenock Date 9th June 1855
 on the Ship "City of Quebec" Master John Graham
 Tonnage Gross 775 Builders Engine Room Register Built at Greenock
 When Built 5th June 1855 By whom built Robert Steele & Co. Owners Montgomery & Greenhorn
 Port belonging to London Destined Voyage Clyde to London & Quebec Montreal
 If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
Distance between Floors amidships	1	3				Stem, if bar iron, moulding and thickness	9	2 1/2		
" " " forward and aft	1	3				" if plate iron, breadth and thickness				
" " Ribs amidships	1	3				Stern-post, if bar iron, moulding and thickness	9	2 1/2		
" " " forward and aft	1	3				" if plate iron, breadth and thickness				
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate	4	3	8ths			Keel, if bar iron, depth and thickness	9	2 1/2		
" depth & thickness of Plate at mid line	20		4			" if plate iron, breadth and thickness				
" tapering to " at turn of bilge						Garboard Plates, thickness				
" Size of Reversed Angle Iron, and No. single at top of Floor Plate	4	3	8ths			" to bilge				
Ribs, Size of Angle Iron, single or double	4	3	8ths			Bilge				
" Reversed Iron, if to every frame or every frame	4	3	8ths			" to Wales				
Beams, Deck (N ^o) double or single						Wales				
" Angle Iron						Topsides				
" depth & thickness of plate amidships	7		4			Sheerstrakes				
" double or single Angle Iron, on lower edge	3	3	8ths			Planksheers				
" average space between						Gunwale Plate or Stringer				
" if wood (N ^o) sided & moulded						Waterway				
" Hold, (N ^o) double or single						Deck				
" Angle Iron						Ceiling in flat				
" depth & thickness of plate amidships	8		4			Bilge Planks inside				
" double or single Angle Iron, on upper edge	3	3	8ths			Ceiling from Bilge to Clamps				
" average space between						Hold Beam Clamps				
" if wood (N ^o) sided & moulded						" Shelf				
" Paddle, wood, sided and moulded or if Iron, size of Plate						" Stringers				
" Engine						Ceiling between Decks				
Keelson, wood, sided & moulded, iron, size of	25		4			Stringers				
" plate, if Box, give sketch & dimensions	5	3	4			Deck Beam Clamps				
" Side or Bilge	4	3	4			" Shelf				
" Number	14		4			Stringers in Hold				
						Deck, Lower				

Transoms, material Iron or, if none, in what manner compensated for.
 Knight-heads " } British Oak } are they free from defects? Yes.
 Hawse Timbers " }
 The Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (5 ins.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from two feet on each side to Gunwale & 5 inches above Hold Beams alternately }
 " " " on the ribs " " " from as on floors. to
 Keelson, if wood, length of scarp if iron, how are the various lengths connected? Plain butts regularly shifted
 Plates, Garboard, double or single rivetted to keel, with rivets (1 1/8 ins.) diameter averaging (2 1/2 ins.) from centre to centre of rivet.
 " edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, or clench, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 " butts from Garboards to turn of bilge, worked carvel with a lining piece (5/8 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 " edges from bilge to wales, worked carvel with a lining piece (1/2 in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.
 " butts from bilge to wales, worked carvel with a lining piece (5/8 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes.
 " edges of wales and to planksheers, worked carvel with a lining piece (5/8 in.) thick, or clench, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.
 Planksheer, how secured to the plating of the sides { Explain by sketch, } With screw
 Waterway " " planksheer and to the Beams { if necessary. } bolts and nuts
 Deck trussing breadth and thickness of plates how secured
 Deck Beams, how secured to the side By Bull Iron knees 2 feet long welded to Beams
 Hold " " Ditto
 Paddle " "
 No. of breasthooks Three crutches Two how are pointers compensated? By Stringers
 What description of iron is used for the angle iron and bar iron in the vessel? { Scotch }

798. Iron

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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 all solid with sliver pieces, or are they in short lengths? *All solid*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* 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? *Several*
 Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		cwts, qrs, lbs.
Two	Fore Sails,	270	Chain	1 5/8	3	Bowers,	24 " 1 " -
		60	Stream Chain	1			24 " " -
Two	Fore Top Sails,	80	Hempen Stream Cable	10	1	Stream,	27 " 1 " -
							8 " 3 " 6
Two	Fore Topmast Stay Sails,	90	Hawser	8	2	Kedges,	5 " - 9
							4 " - 4
One	Main Sail,	90	Towlines	5			
Two	Main Top Sails,	90	Warp	4 1/2			
			All of <u>Good</u> quality.				

and well found in other sails
 Her Standing and Running Rigging Rigging is Wire Rigging and is sufficient in size and Good in quality.

She has a Jolly Boat a Long Boat and a Life Boat and a Gig

The present state of the Windlass is good with patent purchase Capstan two double kinds and Rudder Good Pumps Five of lead with copper chambers.

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

Laid on Sept. 1854, and launched 5th June 1855. Specially surveyed while building in accordance with Secretary's instructions dated 15th Sept. 1854. She has two watertight Bulkheads extending the whole depth of the ship 3/4 inch thick, trussed with Angle Iron 3 x 3 x 3/8 inch, 30 inches apart, also two bulkheads between Decks 7/8 inch thick, and two from Keel to Hold Beams 3/8 inch thick, all trussed with Angle Iron 3 x 3 x 3/8 inch, and 30 inches apart. Beam ties each side of Hatchway on upper Deck 20 x 3/8 inch. The Deck is secured to every second Beam by screw bolts and nuts, and otherwise with wood screws from below. Her furnishings and ground tackle are complete and of the best description. The certificates of testing Chain Cables, and weights of Anchors, have been produced. The workmanship and materials are good throughout, and she is very well finished.

This ship having been laid on prior to the promulgation of the Rules for Iron ships, the spacing of the frames being closer, and the sizes of the Angle Iron, and the thickness of the plating being so very near those prescribed by the Rules, and the general workmanship and fittings all very good, we respectfully submit her claims to the consideration of the Committee for the 12 A grade.

In what manner are the surfaces preserved from oxidation? Inside two coats of Red lead and one of Zinc paint. Outside two coats of Red lead, the bottom coated with Peacock's composition, and upper works with black paint.

We are in of opinion this Vessel should be classed 12 A1

The amount of the Fee £ 5 : " : " is received by me,

Special £ 19 : 7 : 6

× Certificate (if required) £ " : " : "

Committee's Minute 12th June 1855

Character assigned A 1 for 12 Years

John B. Crummin
Willm. C. Davey



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