

# IRON SHIPS.

No. 14874 Survey held at Glasgow Date 3<sup>d</sup> September 1858  
on the Ship 'The Queen' Master James Smith  
Tonnage Gross — Engine Room — Register 272, 91 Built at Glasgow  
When Built 1838 By whom built Messrs Stephen & Co Owners John R. Watt  
Port belonging to Glasgow Destined Voyage London  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth from top of Upper Deck		Feet. Inches.		Power of Engines....		Horse No.	
180				30				30							
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		Inches in Ship.		Inches required per Rule.				Stem, if bar iron, moulding and thickness		Inches. In Ship.		16ths required per Rule.		Inches. 16ths required per Rule.	
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate		4 1/2 3 1/2		4 1/2 3 1/2				,, if plate iron, breadth and thickness		7 1/2 3		7 1/2 3			
,, depth and thickness of Floor Plate at mid line		21 5/8		21 5/8				Stern-post, if bar iron, moulding and thickness		7 3/4		7 1/2 3			
,, depth and thickness of Floor Plate Bilge Keelson		5 5/8		5 5/8				,, if plate iron, breadth and thickness		7 1/2 3		7 1/2 3			
,, Size of Reversed Angle Iron, and No. 142 at top of Floor Plate		3 3 7/16		3 3 7/16				Keel, if bar iron, depth and thickness		7 1/2 3		7 1/2 3			
Frames, Size of Angle Iron, single or double. Reversed Iron to every frame		4 1/2 3 1/2		4 1/2 3 1/2				,, if plate iron, breadth and thickness		7 1/2 3		7 1/2 3			
Beams, Deck (No. 56) double Angle Iron or Bulb Iron with double Angle Iron on top		3 2 1/2 3 1/2		3 2 1/2 3 1/2				Garboard Plates, thickness..		3/4		3/4			
,, depth & thickness of plate amidships		7 1/2 5/8		7 1/2 5/8				From Garboard to upper part of Bilge		4 1/2		4 1/2			
,, double or single Angle Iron, on lower edge		Bulb		Bulb				From upper part of Bilge to Sheerstrakes		5/8		5/8			
,, average space between		3 feet		3 feet				Sheerstrakes		4 1/2		4 1/2			
,, if wood (No. ) sided & moulded		3 feet		3 feet				Breadth & thickness of Butt Straps to outside plating		8 1/2 1 1/2		8 1/2 1 1/2			
Hold, or Lower Deck (No. 57) double Angle Iron or Bulb Iron with double Angle Iron on top		3 2 1/2 3 1/2		3 2 1/2 3 1/2				Planksheers		Material.		Material.			
,, depth & thickness of plate amidships		7 1/2 5/8		7 1/2 5/8				Gunwale Plate or Stringer on ends of Up. Dk Beams		Plate		25 1/2 5/8		22 5/8	
,, double or single Angle Iron, on lower edge		Bulb		Bulb				Angle Iron on ditto		5 x 4 x 1/2		5		4 1/2	
,, average space between		3 feet		3 feet				Waterway		12 8 1/2		12 8 1/2			
,, if wood (No. ) sided & moulded		3 feet		3 feet				Deck		Red Pine 5 1/2 3 1/2 3 1/2		5 1/2 3 1/2 3 1/2			
Paddle, wood, sided and moulded or if Iron, size of Plate		3 2 1/2 3 1/2		3 2 1/2 3 1/2				Ceiling in Hold		Red Pine 5 1/2 3 1/2 3 1/2		5 1/2 3 1/2 3 1/2			
Engine		3 2 1/2 3 1/2		3 2 1/2 3 1/2				Ceiling betwixt Decks		Red Pine 5 1/2 3 1/2 3 1/2		5 1/2 3 1/2 3 1/2			
Keelson, wood, sided & moulded Iron, size of plate, if Box, give sketch & dimensions		5 4 9/16		5 4 9/16				Beam Clamps		Battened 3 5 x 2 1/4		3 5 x 2 1/4			
Side or Bilge		14 5/8		14 5/8				,, Shelf		3 5 1/4		3 5 1/4			
Number		5 4 9/16		5 4 9/16				,, Stringer Plates on ends of Hold or Lower Dk Beams		Plate 23 5/8 22 5/8		23 5/8 22 5/8			
		14 5/8		14 5/8				Ceiling between Decks		Angle Iron 5 x 4 1/2		5 x 4 1/2			
		5 4 9/16		5 4 9/16				Stringer or Tie Plates outside Hatchways		Plate 11 5/8 11 5/8		11 5/8 11 5/8			
		5 4 9/16		5 4 9/16				Deck Beam Clamps		3 5 x 2 1/4		3 5 x 2 1/4			
		5 4 9/16		5 4 9/16				,, Shelf		3 5 1/4		3 5 1/4			
		5 4 9/16		5 4 9/16				Stringers in Hold		Bulb 15 x 4 x 1/2		15 x 4 x 1/2			
		5 4 9/16		5 4 9/16				Deck, Lower		3		3			
		5 4 9/16		5 4 9/16				Waterway		8 x 5		8 x 5			
		5 4 9/16		5 4 9/16				Deck, Upper, how fastened to Beams		As per sketch by rule		As per sketch by rule			

Transoms, material Plank or, if none, in what manner compensated for.

Knight-heads „                      } Bulkheads, N<sup>o</sup>. Two Thickness of 3/8  
Hawse Timbers „ Three } are they free from defects? „ how secured to the sides of the ship Between Domes

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with ( $\frac{7}{8}$  in.) rivets, about ( $6\frac{1}{2}$ ) apart. „ size of vertical angle iron and their distance apart.  $3 \times 3 \times \frac{1}{2}$  2½ ft.

The reverse angle irons on the floors extend ~~is one length~~ across the middle line from Neil to Holden Baum Stinger

„ „ „ on the frames „ „ „ from \_\_\_\_\_ to and alternately to Union or to

Keelson, how are the various lengths of plates or angle irons connected? *Top Angle Iron, Top & Bottom Rivetted to the Plate & Middle Sp. Riv.*

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ( $\frac{11}{8}$  ins.) diameter averaging ( $1\frac{1}{2}$  in.) from centre to centre of rivet.

„ Edges from Garboards to upper part of bilge, worked ~~carvel~~ with a lining piece (~~in.~~ <sup>1 1/2 in.</sup>) thick, or clencher, double ~~or single~~ rivetted; rivets (<sup>3/4 in.</sup> ~~1/2 in.~~) diameter, averaging (<sup>3/4 in.</sup> ~~1/2 in.~~) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece  $(\frac{3}{4})$  thick, double ~~or single~~ rivetted; rivets ( $\frac{7}{8}$  in.) diameter, averaging ( $3$  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 planksheer, worked ~~carvel~~ <sup>Cloncher</sup> with a lining piece ( ) thick, double or single rivetted; rivets ( $\frac{3}{4}$  in.) diameter, averaging (  $\frac{3}{4}$  in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?   No  

Butts from bilge to planksheers, worked carvel with a lining piece  $\left(\frac{3}{8}\right)$  thick, or clencher, double or single rivetted; rivets  $\left(\frac{3}{4}\right)$  in. diameter averaging  $\left(\frac{3}{4}\right)$  in. from centre to centre of rivets. Breadth of laps in double rivetting  $\left(\frac{4}{2}\right)$  Breadth of laps in single rivetting  $\left(\frac{4}{2}\right)$

Planksheer, how secured to the plating of the sides { Explain by sketch, }

Planksheel, now secured to the plating of the sides }  
 Waterway " " planksheel and to the Beams { if necessary.

Side trussing ✓ breadth and thickness of plates ✓ how secured? ✓

[illegible]

Deck Beams, how secured to the side? Welded Knee Shovelled to Frames

Hold or Lower Deck ,,                                          

Paddle " " \_\_\_\_\_

No. of breasthooks 4 crutches 4 how are pointers compensated? 1

What description of iron is used for the angle iron and plate iron in the vessel? Good Builder's Signature Chas. H. ...

Wm. H. Mumford

Steps and On

1120N433-0



1734 Iron  
**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *By*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *By*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Long Pieces Solid*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *By* and are the rivet holes well and sufficiently countersunk in the outer plate? *By*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *None*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
<i>Two</i>	Fore Sails,	<i>Proof Strain 56417</i>	<i>300</i>	<i>1 3/4</i>	<i>30.2.1</i>
<i>Complete</i>	Fore Top Sails,	Chain .....	<i>90</i>	<i>1</i>	<i>29.1.1</i>
<i>Suits</i>	Fore Topmast Stay Sails,	Hempen Stream Cable .....	<i>90</i>	<i>9</i>	<i>28.2.0</i>
	Main Sails,	Hawser .....	<i>90</i>	<i>7 1/2</i>	<i>12.1.0</i>
	Main Top Sails,	Towlines .....	<i>90</i>	<i>5</i>	
	and <i>Other Requisite Sails</i>	Warp .....	<i>90</i>	<i>4</i>	
		All of <i>Good</i> quality.			

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.

She has *One 24 foot Life Long Boat* and *One 24 foot Pinnace*, *One 24 foot Rig Vane* *18 foot*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *4 in dia Metal Chambers*

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built Under*
  - 2nd. On the plating during the progress of rivetting *Special Survey*
  - 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
  - 5th. After the ship was launched

*This vessel has Double Reverse Angle Iron on top of Floor for 3 ft. 3 in. deep Middle Line and in Way of Bridge Molding and Longitudinal Stringers; The Upper Deck is very efficiently curved, diagonally from side to side, and on the Lower Deck at the Mast Parties. An opening has been made in the After Bulkhead, between decks as sanctioned by Committee's Letter to the Builder dated 29<sup>th</sup> July 58. And a Watertight Door fitted; see Sketch. Pillared in hold and to Upper Deck to every other Beam with 2 7/8 x 2 3/4 Bar Iron. Standing Masts of Plate Iron with Double Rivetted Lap Joints and two Angle Iron Rivetted the whole length outside. She has a Full Roop and Forecastle; Standing Rigging Wire Rope; Testing Certificate of Chain Cables produced. Workmanship very good; and is in every respect a strong and efficient vessel.*

In what manner are the surfaces preserved from oxidation? *Red Lead & Patent Composition*

I am of opinion this Vessel should be classed *12 A. 1.*

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

*Sept 18* Special .....£ 43 : 13 : -

Certificate (if required) *Gratis* .....£ : : : -

Committee's Minute *17<sup>th</sup> September 1858*

Character assigned *1 Jan 12 Years*