

IRON SHIPS.

Rec 18/8/59

No. 1947 Survey held at Hartlepool Date 16th August 18 89
on the Sea Queen Steamer Master E. Child
Tonnage Gross 457 Engine Room 311 Register 146 Built at Hartlepool
When Built 1859 By whom built John Rice & Co Owners W. W. Jackson & Co
Port belonging to Hartlepool Destined Voyage Hamburg
If Surveyed Afloat or in Dry Dock (Special Survey) While Building.

Feet. Inches.		Feet. Inches.		Feet. Inches.		Feet. Inches.		Horse No.	
Length aloft	100	Extreme Breadth	24	Depth from top of Upper Deck	12	Beam to top of Floor	10	Power of Engines	90
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	10	Inches in Ship.	10	Inches required per Rule.				Inches. In Ship.	16ths. In Ship.
Floors, Size of Angle Iron, and No. one at bottom of Floor Plate	3 1/2	2 1/2	7/16	3 1/2	2 3/4	7/16		Inches. required per Rule.	16ths. required per Rule.
„ depth and thickness of Floor Plate at mid line	13	x	0/16	13	x	0/16			
„ depth and thickness of Floor Plate at Bilge Keelson	5		0/16	3 1/2					
„ Size of Reversed Angle Iron, and No. one at top of Floor Plate	2 3/4	2 3/4	7/16	2 3/4	2 1/2	6/16			
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	7/16	3 1/2	2 3/4	7/16			
„ „ Reversed Iron, if to every frame or every other frame	2 3/4	2 3/4	7/16	2 3/4	2 1/2	6/16			
Beams, Deck (N ^o . 00) double Angle Iron or Bulb Iron with double Angle Iron on top	6	3	0/16	2 1/2	2	5/16			
„ „ depth & thickness of plate amidships	2 1/2	2	6/16						
„ „ double or single Angle Iron, on lower edge	—	—	—	6	x	0/16			
„ „ average space between	36	Inches	36	Inches					
„ „ if wood (N ^o . —) sided & moulded	—	—	—	—	—	—			
„ Hold, or Lower Deck (N ^o . 23) double Angle Iron or Bulb Iron with double Angle Iron on top	6	3	0/16	2 1/2	2	5/16			
„ „ depth & thickness of plate amidships	2 1/2	2	6/16	6	x	0/16			
„ „ double or single Angle Iron, on lower edge	—	—	—	—	—	—			
„ „ average space between	6	Feet.	12	Feet.					
„ „ if wood (N ^o . —) sided & moulded	—	—	—	—	—	—			
„ Paddle, wood, sided and moulded or if Iron, size of Plate	—	—	—	—	—	—			
Engine Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	4	3	6/16	4	3	6/16			
„ Side or Bilge	9	x	0/16	9	x	0/16			
„ Number	4	3	6/16	4	3	6/16			
Stem, if bar iron, moulding and thickness	6 1/2	2 1/2	6 1/2	2 1/2					
„ if plate iron, breadth and thickness	—	—	—	—					
Stern-post, if bar iron, moulding and thickness	0 1/2	3 1/4	6 1/2	5					
„ „ if plate iron, breadth and thickness	—	—	—	—					
Keel, if bar iron, depth and thickness	6 1/2	2 1/2	6 1/2	2 1/2					
„ if plate iron, breadth and thickness	—	—	—	—					
Garboard Plates, thickness	10/16		10/16						
From Garboard to upper part of Bilge	9/16		9/16						
From upper part of Bilge to Sheerstrakes	0/16		0/16						
Sheerstrakes	9/16		9/16						
Breadth & thickness of Butt Straps to outside plating	10/16		10/16						
Planksheers	10 1/2	0/16	10	0/16					
Gunwale Plate or Stringer on ends of Up. Dk Beams	3 1/2	3 1/2	7/16	4 x 3 x 1/6					
Angle Iron on ditto	6 1/2		6 1/2						
Waterway	3		3						
Deck	2		2						
Ceiling in Hold	2		2						
Ceiling betwixt Decks	—	—	—	—					
Beam Clamps	—	—	—	—					
„ Shelf	—	—	—	—					
„ Stringer Plates on ends of Hold or Lower Dk Beams	10 1/2	0/16	10	0/16					
Ceiling between Decks	—	—	—	—					
Stringer or Tie Plates outside Hatchways	9	0/16	9	0/16					
Deck Beam Clamps	—	—	—	—					
„ „ Shelf	—	—	—	—					
Stringers in Hold	3		3						
Deck, Lower	—	—	—	—					
Deck, Upper, how fastened to Beams	with 9/16 nut bolts from the top side.								

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

Transoms, material: White
 Knight-heads " Yew
 Hawse Timbers " White } are they free from defects?

Bulkheads, N°. Four Thickness of 1/2 Plates
 „ how secured to the sides of the ship by 2 bracket plates
 „ size of vertical angle iron and their distance apart 2 3/4 x 2 3/4 - 6 spaced 30 inches

The Frames or Ribs extend in one length from Reel to Gunwork rivetted through plates with ($\frac{3}{8}$ in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from ridge to ridge.

Keelson, how are the various lengths of plates or angle irons connected? both shifted & riveted

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (/ ins.) diameter averaging (4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked ~~carvel~~ with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging (3 ins.) from centre to centre of rivets.

diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ($\frac{9}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ 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

averaging ($\frac{3}{8}$ 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~~ ^{clencher} with a lining piece ($\frac{1}{2}$) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($\frac{3}{8}$ in.) 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 planksheers, worked carvel with a lining piece ($\frac{3}{8}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{11}{16}$) thick, or ~~clasher~~, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting ($2\frac{1}{2}$)

Planksheer, how secured to the plating of the sides	<i>none</i>	Explain by sketch, if necessary.	} <i>Iron waterways between Keop & Loucas</i>
Waterway " " planksheer and to the Beams			

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

Side trussing _____ breadth and thickness of plates _____ how secured _____
Deck trussing " " " " ? Plates fore & aft on beams 9 x 2 1/16

Deck Beams, how secured to the side? *With knee plates riveted to ribs.*

Hold or Lower Deck „ as above

Paddle "
No. of breasthooks Three crutches Two how are pointers compensated? By permission of L. Kingers.
Builder's Signature [Signature]

No. of breasthooks None crutches None

What description of iron is used for the angle iron and plate iron in the vessel? 7

Builder's Signature John L. G.

* Angle iron by Lock Wilson & Bell

1967 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? they are

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? solid in one length

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

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few in butts

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
Fore Sails,	Chain	200	1 1/4	Bower, <u>two of them</u> <u>not used</u>	3 <u>but 90</u>
Fore Top Sails,	Hempen Stream Cable	60	1 3/16		14.0
Fore Topmast Stay Sails,	Hawser	7 5'	6	Stream,	1 3.2
Main Sails,	Towlines	7 5'	0		20
Main Top Sails,	Warp	7 5'	5	Kedge,	1 1.5
	All of <u>Good</u> quality.	7 5'	4		

Her Standing and Running Rigging New Wire & hemp sufficient in size and Good in quality.

She has Two life boats Long Boat and Butter, Gig & Skiff

The present state of the Windlass is new of her Capstan new and Rudder new Pumps Two new of her

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	<u>10th May 1859</u>	<u>Special Survey</u> <u>Mr G. B.</u>
	2nd.	On the plating during the progress of rivetting	<u>May to July 1859</u>	
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>6 June 1859</u>	
	4th.	When the ship was complete, and before the plating was finally coated	<u>7 July 1859</u>	
	5th.	After the ship was launched	<u>August 1859</u>	

Has a Prop & Forecastle, the whole of the frames carried up to the top height. Beams double angle iron $3 \times 3 \times \frac{1}{16}$ & $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{1}{16}$. Plating of decks $2 \frac{1}{2}$ in Yellow Pine, fastened with $\frac{1}{16}$ nut screw bolts from the top side. Outside plating $\frac{1}{16}$ single rivetted at edges. Double do at butts with $3/4$ rivets spaced $2 \frac{3}{4}$ apart.

Frame angle irons being $\frac{1}{4}$ less than Rule on one flange, to compensate for the same there is an extra stringer fitted at the upper part of bilges. Double angle iron $4 \times 3 \times \frac{1}{16}$.

John Rice Jr

In what manner are the surfaces preserved from oxidation?

Plating inside asphalted.
Outside coated with three coats of paint

We are of opinion this Vessel should be classed 12 A

The amount of the Fee £ 5 : 0 : 0 is received by me,

Aug 31 Special £ 22 : 17 : 0

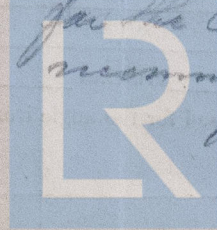
Certificate (if required) £ : :

Committee's Minute 19th August 1859

Character assigned 12 years

Rule of Sea & Air
MC

She appears to be eligible for the class 2019 as recommended



Lloyd's Register Foundation

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