

IRON SHIPS.

Recd 25/9/62

No. 2804 Survey held at Newcastle Date 24th Sept 1862
 in the Barque "Maggie Leslie" Master A. Stephen
 Tonnage Gross Engine Room — Register 46812 Built at Newcastle
 When Built 1862 By whom built A Leslie & Co. Owners A Leslie & Co.
 Launched 23rd Sept 1862
 Port belonging to Newcastle Destined Voyage China
 Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse No.
163.2	27.1	6.1		

Description	Inches in Ship			Inches required per Rule		
	Inches	Inches	16ths	Inches	Inches	16ths
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18			18		
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	2 7/8	2 7/8	7/16	3 1/2	2 1/4	7/16
depth and thickness of Floor Plate at mid line	19 1/2		8/16	18		8/16
depth and thickness of Floor Plate at Bilge Keelson	5		8/16	5		8/16
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 7/8	2 7/8	7/16	2 3/4	2 1/2	7/16
Frames, Size of Angle Iron, single or double Reversed Iron, if to every frame or every other frame	3 3/8	2 7/8	7/16	3 1/2	2 3/4	7/16
Beams, Deck (No. 110) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/16	2 1/2	2 1/2	6/16
depth & thickness of plate amidships	7	7/16		7		6/16
double or single Angle Iron on lower edge						
average space between	3 feet			3 feet		
if wood (No.) sided & moulded						
Hold, or Lower Deck (No. 17) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	6/16	2 1/2	2 1/2	6/16
depth & thickness of plate amidships	7		7/16	7		6/16
double or single Angle Iron on lower edge						
average space between	2 ft 7 1/2 in			every other 4 ft		
if wood (No.) sided & moulded						
Paddle, wood, sided and moulded or if Iron, size of Plate						
Engine Interstitial						
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	25		8/16	19		8/16
Side or Bilge	5 by 3 1/2		10/16	4		6/16
Number	14		6/16	4		3

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

Knight-heads Ribs & Plates Bulkheads, No. three Thickness of 5/16

Hawse Timbers — are they free from defects? — how secured to the sides of the ship by single rib & knee plates.

The Frames or Ribs extend in one length from keel to gunnel rivetted through plates with (3/4 in.) rivets, about (6) apart.

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

Keelson, how are the various lengths of plates or angle irons connected? by angle irons running fore & aft and at sides of floor plates

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (3/4 ins.) diameter averaging (2 1/2 ins.) from centre to centre of rivet.

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

Butts from Keel to turn of bilge, worked carvel with a lining piece (7/16) 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? no

Edges from bilge to planksheer, worked carvel with a lining piece (—) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (2 1/2 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 (5/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (2 1/2) Breadth of laps in single rivetting (2 1/2)

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

Waterway — planksheer and to the Beams by screw bolts put in from above with nuts below stringer

Side trussing — breadth and thickness of plates — how secured? four pairs of diagonal plates

Deck trussing — — —

Deck Beams, how secured to the side? by knee plates

Hold or Lower Deck —

Paddle —

No. of breasthooks two crutches compensated — how are pointers compensated? by ribs & plating

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

1. 15 Richardson's ribs Marked S. P. 12

Lock Wilson & Co's plates

Builder's Signature

Andrew Leslie & Co

Foundation

IRON 436-0043

2914 2nd

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? 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? well fitted

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

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

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

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
No.		Fathoms.	Inches.	No.	Weight.	
2 Sails	Fore Sails,	Chain	240	1 5/8	Bower,	3 24.3.11
	Fore Top Sails,	— <u>stream</u> —	60	3/4		17.1.28
	Fore Topmast Stay Sails,	Hawser	90	8	Stream,	1 4.3.0
	Main Sails,	Towlines	98	5	Kedge,	1 3.2.26
	Main Top Sails,	Warp				
All of <u>prop</u> quality.						

Her Standing and Running Rigging of Hemp is of good sufficient in size and good in quality.

She has three Boats and Barrow & Harford's Patent Windlass is good Capstan good and Rudder good Pumps good

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 during the time
 - 2nd. On the plating during the progress of rivetting while
 - 3rd. When the beams were in and fastened, and before the decks were laid under
 - 4th. When the ship was complete, and before the plating was finally coated Special Survey
 - 5th. After the ship was launched

This vessel has been built under Special Survey for order No. 357.

The stores have been completed under my survey & the certificate of testing Chain cables produced & examined

Will. C. Davy

In what manner are the surfaces preserved from oxidation? by red lead and other paint. Portland Cement to upper part of hold.

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

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

Special£ 23: 8: 0

Certificate (if required)£ 0: 0: 0

Committee's Minute 26th September 1862

Character assigned A 1 for 12 years

Samuel Besions

*Sept 25/62
She appears eligible for Classification as recommended if the Committee approve of the number of lengths of Chain cables*



James H. Keeble & Co., Ship & Engine Builders, Millwall