

# IRON SHIPS.

No. 2804 Survey held at Newcastle Date 24 Sept 1862  
 in the Barque "Maggie Leslie" Master A. Stephen  
 Tonnage Gross 468 Engine Room 12 Built at Newcastle  
 When Built 1862 By whom built A. Leslie & Co. Owners A. Leslie & Co.  
 Launched 23<sup>rd</sup> Sept 1862  
 Port belonging to Newcastle Destined Voyage China  
 Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Feet.	Extreme Breadth	Feet.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Power of Engines	Horse No.
163.2		27.1		16.1			
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches required per Rule.
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	2 7/8	2 7/8	3 1/2	2 7/8	2 7/8	2 7/8	2 7/8
depth and thickness of Floor Plate at mid line	19 1/2	8 1/6	18	8 1/6	8 1/6	8 1/6	8 1/6
depth and thickness of Floor Plate at Bilge Keelson	5	8 1/6	5	8 1/6	8 1/6	8 1/6	8 1/6
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 7/8	2 7/8	3 1/2	2 7/8	2 7/8	2 7/8	2 7/8
Frames, Size of Angle Iron, single or double	3 3/8	2 7/8	3 1/2	2 7/8	2 7/8	2 7/8	2 7/8
Reversed Iron, if to every frame or every other frame	2 5/8	2 7/8	3 1/2	2 7/8	2 7/8	2 7/8	2 7/8
Beams, Deck (No. 40) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
depth & thickness of plate amidships	7	7 1/6	7	7 1/6	7 1/6	7 1/6	7 1/6
double or single Angle Iron, on lower edge	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet
average space between	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet	3 feet
if wood (No. 17) sided & moulded	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Hold, or Lower Deck (No. 17) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
depth & thickness of plate amidships	7	7 1/6	7	7 1/6	7 1/6	7 1/6	7 1/6
double or single Angle Iron, on lower edge	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in
average space between	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in	2 ft 7 1/2 in
if wood (No. 17) sided & moulded	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Paddle, wood, sided and moulded or if Iron, size of Plate	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Engine Interstitial - iron, size of plate, if Box, give sketch & dimensions	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Side or Bilge	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Number	2 1/2	2 1/2	3 1/2	2 1/2	2 1/2	2 1/2	2 1/2

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

Knight-heads Ribs & Plates  
 Hawse Timbers do

are they free from defects?

Bulkheads, No. three

Thickness of 5/16

how secured to the sides of the ship by single rib & knee plates

size of vertical angle iron and their distance apart 2 1/4 x 2 1/2 1/6 4 1/2 ft apart

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

on the frames do from keel to gunnel

Keelson, how are the various lengths of plates or angle irons connected? by angle iron 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 ( 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 Keel to turn of bilge, worked carvel with a lining piece ( 1/2 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? no

Edges from bilge to planksheer, worked carvel with a lining piece ( 1/2 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? no

Butts from bilge to planksheers, 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. 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

Waterway do planksheer and to the Beams

Side trussing do breadth and thickness of plates

Deck trussing do

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

Hold or Lower Deck do

Paddle do

No. of breasthooks two crutches compensated

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

1. B. Richardson's ribs Martin's S. P. 12

Lock Wilson & Co's plates

Explain by sketch, if necessary.

by screw bolts put in from above with nuts below stringer

four pairs of diagonal plates

Builder's Signature

Andrew Leslie & Co

Foundation

IRON 436-0043

2914 *Shor*

**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.**

N <sup>o</sup> .		CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2 <i>Sails</i>	Fore Sails,	Chain .....	240 15 1/2	Bower, .....	3 26.3.14 <i>Cogn- 17.1.28 <i>West- 17.0.28 <i>Trans- Past</i></i></i>
	Fore Top Sails,	<del>Chain</del> <i>Stream</i> .....	60 3 1/4		
	Fore Topmast Stay Sails,	Hempen Stream Cable .....	90 8	Stream, .....	1 7.3.0
	Main Sails,	Hawser .....	90 6		
	Main Top Sails,	Towlines .....	98 5	Kedge, .....	1 3.2.26
		Warp .....			
		All of <u>prop</u> quality.			

and Paym<sup>t</sup> is of wire  
 Her Standing and Running Rigging of Hemp is sufficient in size and good in quality.

She has three ~~long~~ Boats and Bowen & Harfield's Patent

The present state of the 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.**

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

*This Vessel has been built under Special Survey for order  
 No<sup>n</sup> 357.*

*The Stores have been completed under my Survey &  
 the certificate of testing Chain Cables produced Examined  
 Will<sup>m</sup> C. Davy*

In what manner are the surfaces preserved from oxidation? by red lead and other paint. *Portland Cement to up<sup>r</sup> part of keel*

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 (\* required) .....£ 0: 0: 0

Committee's Minute 28<sup>th</sup> September 1862

Character assigned A 1 for 12 years

*Samuel Besions.*

*Sept 25/62  
 The applicant eligible for  
 Classification as recommended  
 if the Committee approve of  
 the number of anchors &  
 length of Chain Cables*

